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With Natural-Colour Photography | **SIXPENCE.**
Supplement: English Gardens.

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**TACTICS LESS DANGEROUS THAN HATCHET-HURLING, BUT NONE THE LESS TO BE CONDEMNED:
A SUFFRAGETTE THROWING A BAG OF FLOUR AT MR. ASQUITH'S CAR, AT CHESTER.**

It will be recalled that, in February, Mr. Winston Churchill was struck in the face by a Suffragette; that, in June, Mr. Asquith was shaken and struck in the India Office; and that, still more recently, Mr. Lloyd George was attacked in Kennington Theatre by a man supporter of the "Votes for Women" movement. Then came the Dublin incidents, including the throwing of a hatchet at the carriage in which were the Premier, Miss Asquith, the Lord Mayor, and Mr. John Redmond, the last-named of whom was hit on the ear by the axe in question.

which was a formidable affair, with a shaft twelve or fifteen inches long. It is no matter for surprise, therefore, that the keen, if unobtrusive, guard that is kept over the persons of Cabinet Ministers and other well-known men liable to attack has been much strengthened. A less dangerous, but very offensive, form of militancy was in evidence during Mr. Asquith's visit to Chester, when bags of flour were thrown. One woman who threw flour at Mr. Asquith's car was fined five shillings and costs, or seven days.—[PHOTOGRAPH BY C.N.]

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THE AGE OF SERA: A CURATIVE PERIOD.

"WE are living in an age of sera"—this was the expression recently used by a writer whose words suggested to a reader of these notes the inquiry, "What are 'sera'?" The suggestion may be said to introduce us to a very wide field of modern scientific thought, and, incidentally, to involve the consideration of certain advances in the curative art and science such as must prove of deep interest to all who watch the progress of research. To start with, the word "sera" is the plural of "serum," and this latter term is a general one given to indicate the fluid of the blood, otherwise styled the "plasma." The blood consists of this liquid portion, which is the true blood-fluid, and of solid bodies or corpuscles (red and white) which float in it. Serum is not a simple fluid by any means. It is complex in its composition, and it is known to possess qualities which give to it a very conspicuous character in the maintenance of the bodily welfare. The white corpuscles, or "phagocytes," certainly attack and seek to destroy any microbes which gain admittance to the system, and thus act as a sanitary police force, but it is doubtful if they could discharge their duties were it not for certain bodies called "opsonins," which exist in the blood-fluid. Where opsonins are plentiful, the white corpuscles vigorously attack microbes; on the other hand, when opsonins are scanty, our sanitary police seem much less disposed or able to attack our microscopic foes.

It was long ago discovered that healthy serum possessed of itself germ-destroying powers, and the search into the nature of these powers revealed the fact that certain substances styled "antibodies" were responsible for the protective qualities of the blood-fluid. These antibodies exert their action directly on the germ-life invading the blood, or at least they serve to destroy or render harmless the poisons or toxins which the microbes produce. Further research led to the discovery that it was possible to develop antibodies artificially—that is, as the result of experiment—in the serum, and so to combat special states and conditions of disease. The principle acted upon was that of using the serum of a living animal in which to develop the antibodies, or antitoxins, and the mode of procedure included inoculating the animal with, at first, small and then increasing doses of cultures of the microbes whose attack it was intended to defeat. After a course of such inoculations, the blood-serum of the animal is found to have developed antibodies, and it is this serum which, used to inoculate man, serves to rout the germs and so to effect a cure of the particular ailment under consideration.

It is on this principle that diphtheria, for example, is now treated—so successfully, indeed, that the death-rate has been reduced to a most remarkable extent. This mode of dealing with the disease is spoken of as the serum treatment, or the anti-toxin method. The germ was discovered in 1883, and in 1894 a serum, obtained from the blood of the horse, was first used as a means of cure. Other diseases have been similarly dealt with. We have a serum for that deadly trouble lockjaw, or tetanus, but the onset of this ailment is so insidious that there is not the same certainty and exactitude possible in respect of its use as is the case with diphtheria itself. There is also a typhoid serum, and one for cholera treatment in use. Physicians to-day use analogous means of cure in other troubles, such as pneumonia, and even boils and certain skin ailments are treated by injections of serum or equivalent substances. Modifications of the preparation and use of the serum-treatment have also been evolved.

It sometimes happens that the poisonous substances formed by the microbes of disease remain in the germs and cannot be developed in the cultures used for inoculation. Here, the bacteriologist accordingly uses the microbes themselves as the essential constituents of his injection. He kills the microbes, inoculates with them, and so the antibodies are duly produced and developed in the blood of the patient himself. This process is seen to differ from that in which the horse or other animal is made the medium for the culture of the antitoxins.

Boils and allied affections are treated on this principle of using, for inoculation, the actual microbes which cause the ailments. We may also note how what we call "vaccination" for smallpox falls into line with the serum treatment of disease. If, as Science maintains, cow-pox is really smallpox modified by its passage through the blood of the cow, such a fact squares with the whole history of germ-life itself, whereby modification or variation of the qualities of a microbe is effected by a change of environment. That the future of medical treatment will see a high development of serum treatment, whereby the microbe is made to fight its own kith and kin, cannot be doubted. Already it is true that "we are living in an age of sera."

ANDREW WILSON.

PARLIAMENT.

THE House of Commons was in its gravest mood on Monday when Mr. Churchill, who has taken as little part as Sir Edward Grey in the ordinary political warfare of the year, described the Naval position as affected by the new German programme. There was a larger attendance of members than had been at any other recent debate, and the interest of the occasion was heightened by the presence of Mr. Borden in the front of the Distinguished Strangers' Gallery, several representatives of Foreign Powers being between him and the Peers. To the co-operation of Dominion Ministers grateful reference was made, not only by Mr. Churchill, but also by Mr. Balfour and Mr. Asquith, the last-named significantly admitting the duty of the Mother Country to respond to the appeal of the Dominions that they should be heard in the direction of Imperial affairs. This aspect of the debate, to some extent, relieved its gloom. Mr. Churchill impressed the House by his clear, frank account of the manner in which Germany was increasing the striking force of her fleet, four-fifths being maintained in full commission "instantly and constantly ready for war." Members seemed to be surprised to hear that when completed it would be about as numerous as the fleet which was recently gathered at Spithead, and far superior in actual strength. In consequence of the new German Law it would be necessary for us to build during the next five years not 17 battleships, as originally proposed, but 21. In 1914 we should have in home waters a minimum of 33, or a maximum of 41, fully commissioned battle-ships as against Germany's possible 29. With regard to the Mediterranean, it was proposed to have four battle-cruisers of the Invincible type and four other powerfully armoured cruisers based on Malta, with additions to the submarine and destroyer flotillas there, and a new torpedo station at Alexandria. The First Lord announced that in the opinion of the Admiralty these arrangements provided an adequate margin of safety for the next two or two-and-a-half years. Mr. Balfour, although fearing that the Government were "running it rather fine" with regard to construction, refrained from severe criticism, and expressed the opinion that the grouping of the Powers made for peace. This opinion was concurred in by the Prime Minister, who assured the House that everything would be done which the Admiralty should think necessary. Liberals, as a rule, were silent during Mr. Churchill's statement, but, in a division challenged by the Labour Party, only 42 members, including Radicals, voted against the proposed increase of the personnel by 1500 men. A very grave view of the situation was taken in the House of Lords on Tuesday, when the Earl of Selborne, in opening a debate, urged that the Admiralty should at once set about the provision of an additional squadron of at least eight battle-ships. The Marquess of Crewe deprecated alarmist feelings, but the sense of gravity was not lessened by the language of the Lord Chancellor, whose visit to Berlin a few months ago excited so much interest. He said the Government had told Germany, in the most friendly fashion, that whatever efforts she put forth she must reckon on our making efforts still greater, because sea power is our life, and in sea power we intend to remain superior.

ENGLISH GARDENS IN NATURAL-COLOUR PHOTOGRAPHY.

(Our Supplement.)

FIFTEEN more examples of the beautiful effects obtained by natural-colour photography, which our readers have already had many opportunities of appreciating, are presented in this issue in the form of a double-page Supplement. The subject of English gardens is one which—at the height of summer—is peculiarly seasonable. Gardens of every type are represented, from the spacious demesnes of the wealthy to the humble cottage with its rose-covered porch, and from the wild luxuriance of park glades starred with daffodils to the trim walks of the more formal style of horticulture, and the quaint art of topiary. Every Englishman loves his garden, and looks back to it with affection when in distant parts of the earth. Doubtless these faithful reproductions of the colour of English gardens will recall to many an exile pleasant memories of home.

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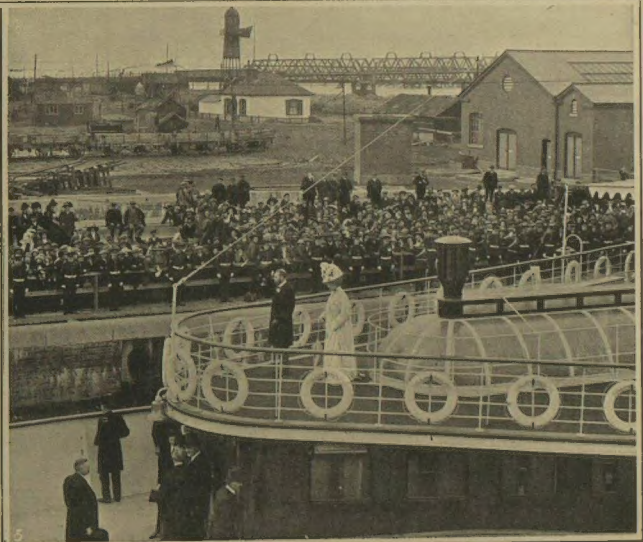
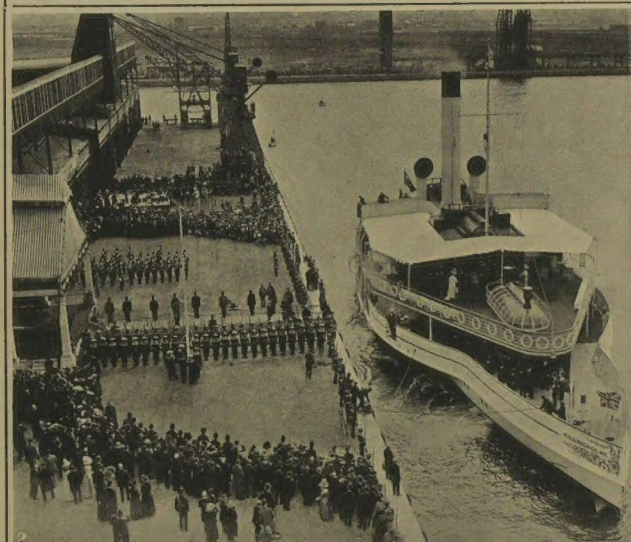
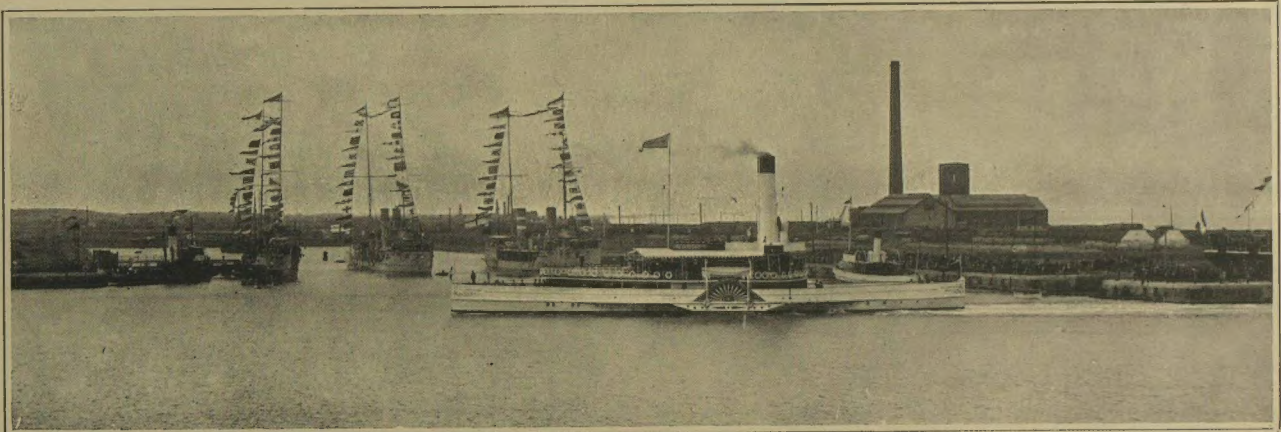
THE ELIZABETHAN AND THE MODERN: THE "REVENGE"; AND THE NEW DOCK.



LEAVING THE ONE OF THE "ONE AND THE FIFTY-THREE": THE KING AND QUEEN ON BOARD THE "REVENGE" ON ARMADA DAY.
AT THE "SHAKESPEARE'S ENGLAND" EXHIBITION, AT EARL'S COURT.

On July 20, the day on which the London Devonians celebrated the 324th anniversary of the defeat of the Spanish Armada, the King and Queen paid a visit to the "Shakespeare's England" Exhibition at Earl's Court. Amongst other things, they inspected the excellent model of the "Revenge," famous not only as the one of the "one and the fifty-three" of whose great fight Tennyson tells so dramatically in "The 'Revenge': A Ballad of the Fleet," but as the flag-ship of Drake, beyond doubt the greatest man who ever set foot aboard her. The ship, as reconstructed at Earl's Court, is 104 feet long from stem to stern, with a height

of 127 feet from water-line to top of mainmast, and a breadth of beam of 28 feet. Her flags are the St. George, now used in the Navy as Admiral's Flag and as the Church Flag of Great Britain; the Royal Standard of the period, with the Lion Pennant flying beneath; and a second St. George, the forerunner of the present naval ensign. Standing in the low and narrow captain's cabin, with the King and Queen, Mrs. George Cornwallis-West, referring to the lack of room, said that she thought she understood when there the origin of the custom by which the Royal Navy honours the toast of the King seated.—[PHOTOGRAPH BY C.N.]



1. SHOWING WAR-VESSELS DRESSED IN HONOUR OF THE OCCASION: THE "KILLINGHOLME" ENTERING THE DOCK WITH THE KING AND QUEEN ABOARD.
2. COMING TO REST OPPOSITE THE ROYAL PAVILION IN NO. 2 TRANSIT SHED: THE ARRIVAL OF THE "KILLINGHOLME" WITH THE KING AND QUEEN.
3. ON THE VESSEL WHICH WAS THE FIRST TO PASS THE GREAT LOCK-GATES AFTER THE SIGNAL GIVEN BY HIS MAJESTY: THE KING AND QUEEN ABOARD THE "KILLINGHOLME."

SETTING GRIMSBY AMONGST THE GREAT PORTS ONCE AGAIN: THE ROYAL OPENING OF THE NEW DEEP-WATER DOCK AT IMMINGHAM.

As we note elsewhere, under a number of other illustrations dealing with the subject, the King, who was accompanied by the Queen, opened the Great Central Railway Company's new deep-water dock at Immingham on July 22. Thus Grimsby has been set once more amongst the great ports—in the thirteenth century Immingham was the seventh port of

importance in England. Having gone aboard the "Killingholme," his Majesty gave the signal for the opening of the lock-gates and the vessel steamed in, to come to rest opposite No. 2 Transit Shed, in which the Royal Pavilion had been set up. In this his Majesty declared the dock open, and said that in future it would be known as the King's Dock.

PHOTOGRAPHS BY TOPICAL AND L.N.A.



By G. K. CHESTERTON.

THE sad death of Mr. Andrew Lang leaves a gap in many other things besides this paper, in which we have so long enjoyed his causeries, "At The Sign of St. Paul's." Indeed, it leaves a larger gap than will perhaps be immediately appreciated. Ours is an epoch of solemn and insane trifling: such atmospheres generally underate the cheerful and well-balanced trifler—especially when he isn't really a trifler. Andrew Lang suffered from three great disadvantages in the disputes of to-day: he was universal, he was amusing, and he was lucid. For the first point, the universality, it certainly confused the minds of his critics and gave them an impression of being played with. That a man should write about Homer and blue crockery, about cricket and Joan of Arc, about spirit-rapping and the Stuarts, about folk-lore and about fishing, this was distracting to anyone anxious to define his achievement as one "places" an ordinary authority on Greek or golf; especially as he did not touch these things as we all do, as mere topics of conversation, but always at least with some little accumulation of special information or training. Such men were understood in the Elizabethan age. There is now not enough concern about the universe as a whole to permit people to see the connection. It would be useless, I suppose, to tell the modern critics that a man cannot really be interested in Homer without being a little interested in Chinese teapots. It would be called paradoxical to say that every man who really thinks about the Stuarts must sometimes think about Spiritualism. You cannot really like cricket without liking something in the clean striving of the young; and you cannot like that without liking Joan of Arc. Folk-lore and fishing are really very near each other, both in the deeper mysteries of Nature and the superficial developments of lying. For a man really living, the hardest task of life is not to be interested in everything in it. Nor is the judgment really impaired by such errant investigations; not, at least, so much as it is by the blinking concentration of specialists. A man may find many things in Papuan mythology that may prevent his going mad about Scotch history. It is in the small subjects that a man loses himself; not in the large ones.

The second qualification (or disqualification)—that is, being amusing—connects itself with the third, which is lucidity. There are many portentous and pretentious experts to-day in whom the only proof of wisdom is the absence of wit. But in most of such cases, I think, the thing is not only dull, but deceitful. Certain material things cannot bear being handled heavily or roughly. But of weak intellectual things it is truer to say that they will not bear being handled lightly. The old proverbs always use the most low and farcical images, merely because they are the frankest and the most clear. They talk of buying a pig in a poke, not of buying a megatherium in a metallic, fire-proof safe; they talk of words breaking bones, not causing single or compound fractures; they talk of words buttering parsnips, not of their tossing up a dish of *panais beurré*. They do this, not only because it is funnier, but because it is clearer—and,

above all, shorter. All real literature is rooted in such popular maxims; and the first of human books was a book of proverbs. That is the sense in which brevity is the soul of wit; and also of wisdom. But in an elaborated and specialised society, the learned are actually proud of the length of time it takes them to get to the point. Wits are paid by piece-work, and therefore have to do something; scholars are paid by time-work, and naturally do nothing at all. But men much larger than the mere low pedant gain by their very laboriousness or hesitation a dignity and consideration which more easy writers may

prejudices. But, like Carlyle, he applied all his central and important convictions to central and important subjects; the questions on which his controversies turned were in almost all cases questions of enormous modern importance. They were concerned with real European instincts and traditions which were really in danger in his day. And if he seemed to deal with them humorously, that was because of all those instincts, humour is in the greatest danger of all.

There were at least three points on which he was consistent and controversial; and they were very important points. First, to take the thing nearest to his type and temper, he represented a fact very important and not sufficiently noticed—the revival of the romance of Scotland. In substance this meant the denial that Scotland consisted of grocers going to the kirk; and the readiness to admit, in preference, that it consisted of rebels going to the gallows, or warlocks going to the devil. In form it generally meant, from Walter Scott to Stevenson, some revival of the Jacobite legend. But Scott was Jacobite only in a sentimental style; when he sang "Will Ye No' Come Back Again?" it was always (as they say in the grammars) expecting the answer, "No." Stevenson sympathised with the Highlanders, but also with the Covenanters. He was very like one of those fierce Cameronian Puritans who helped the Popish Highlanders out of sheer hatred of the compromise and tolerance of the Whigs. But Andrew Lang carried his Jacobitism beyond mere emotions of regret and reaction. He carried it into concrete history, and expounded all the three centuries after the Reformation so as to maintain that the party of the kirk had been a curse to Scotland, and the party of the Stuarts comparatively quite a blessing. He had no difficulty in proving that most of the Reformers of the Scotch, as of the English, Reformation were either too dull or a very great deal too sharp—that has long been admitted by historians of all religious sympathies. What he insisted on successfully was not that the best Scotchmen were against Calvinism, but that the most Scotch Scotchmen were against it. Scotch Calvinism was really English Calvinism, which among the fickle English passed like a fashion, but which among the fanatical Scots remained like a disease. The old Calvinist creed is now only taught at Thrums; but it was drawn up at Westminster.

The two other things Lang attacked, and attacked rightly, were the German craze for tearing up Homer and such great unities into texts and passages; and the distant and frigid study of savage beliefs. In the first case he found what many another man has found—that in dealing with the modern Northern professor he was only dealing with a boastful barbarian. In the second case he really kept real agnosticism alive. His open and accessible temper in dealing with tales of gods or spirits was all the more valuable because he never himself seems to have reached any final belief. If he could not believe in gods, he would at least believe in men: and this concession revolutionised anthropology.



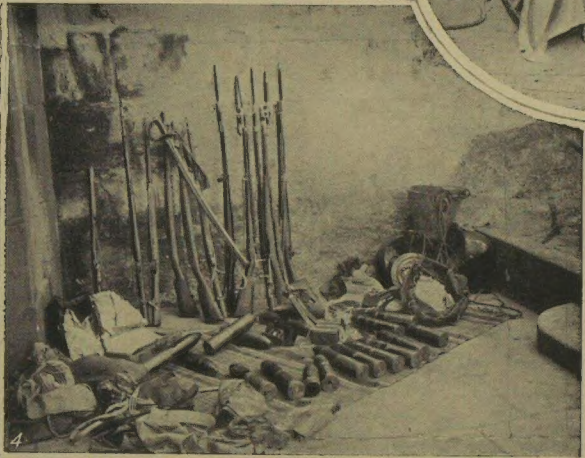
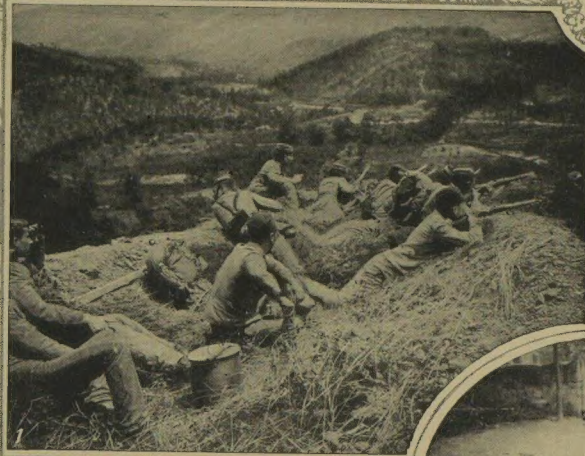
THE MONARCH UNDER WHOSE RULE JAPAN BECAME A GREAT POWER: MUTSUHITO.
EMPEROR OF JAPAN, GREAT BRITAIN'S EASTERN ALLY.

On July 22 it became known that the Emperor of Japan, who had been unwell for some days, had suddenly been taken seriously ill, and was in a critical condition. He was residing, as usual, at the Chiyoda Palace, Tokyo, and the Empress has been in constant attendance at his bedside. Services of supplication on his behalf were held in the Buddhist temples and in the Russian Cathedral. On the 23rd and 24th the news was slightly more hopeful, but at the time of writing he is not out of danger. The Emperor Mutsuhito was born at Kyoto on November 3, 1852, and succeeded his father, Komei Tenno, on February 13, 1867. Two years later he married Princess Haruko, daughter of Prince Ichijo. In 1889 great reforms were effected, and the Government of Japan became a constitutional monarchy. A defensive alliance between Great Britain and Japan was concluded in 1902, two years before the Russo-Japanese War, and a new Anglo-Japanese Treaty was signed in London in 1905.—[DRAWN BY H. W. KOBKOEK.]

miss. Browning, great as he really was, owes something to the reluctance of his readers to admit that they have taken so much trouble for nothing. Carlyle, great as he really is, owes something to his smoke as well as his flame. In comparison with such burning obscurities, the light Greek candour of such critics as Lang lends itself to the charge of mere levity. But the charge is quite false. Andrew Lang, like Carlyle, was a Scotchman. Like Carlyle, he was a controversial, an obstinate, and often an aggravating Scotchman. Like Carlyle, he had strong convictions; so strong that it was not difficult to call them

A RAID ON PORTUGAL ORGANISED IN SPAIN: ROYALISTS V. REPUBLICANS.

PHOTOGRAPHS BY BENOLIEL.



1. SUPPORTERS OF THE PORTUGUESE GOVERNMENT BATTLING AGAINST THE MONARCHISTS: REPUBLICAN SOLDIERS FIRING ON ROYALISTS.

3. SPOILS OF WAR: A GUN AND COLOURS CAPTURED

4. LOST TO THE MONARCHIST CAUSE: ROYALISTS' WEAPONS AND AMMUNITION CAPTURED BY THE REPUBLICANS.

6. AFTER THE ROYALISTS' ATTACK ON CHAVES: CAPTAIN ALMEIDA, ONE OF COUCEIRO'S LIEUTENANTS, BEING ESCORTED TO PRISON BY REPUBLICAN SOLDIERS.

2. BATTERED AND CAPTURED BY THE GOVERNMENT FORCES: A HOUSE OF ROYALIST LEADERS AFTER THE REPUBLICANS HAD TAKEN IT.

3. SPOILS OF WAR: A GUN AND COLOURS CAPTURED FROM THE ROYALISTS BY THE REPUBLICANS.

5. ARMS CAPTURED FROM THE MONARCHISTS: RIFLES TAKEN FROM THE ROYALISTS BY THE REPUBLICANS.

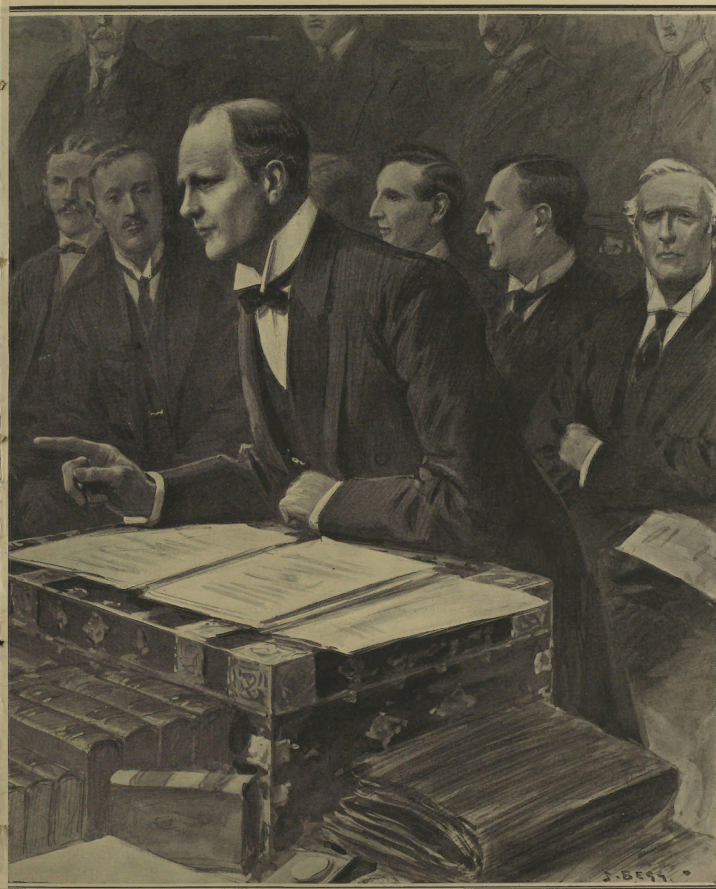
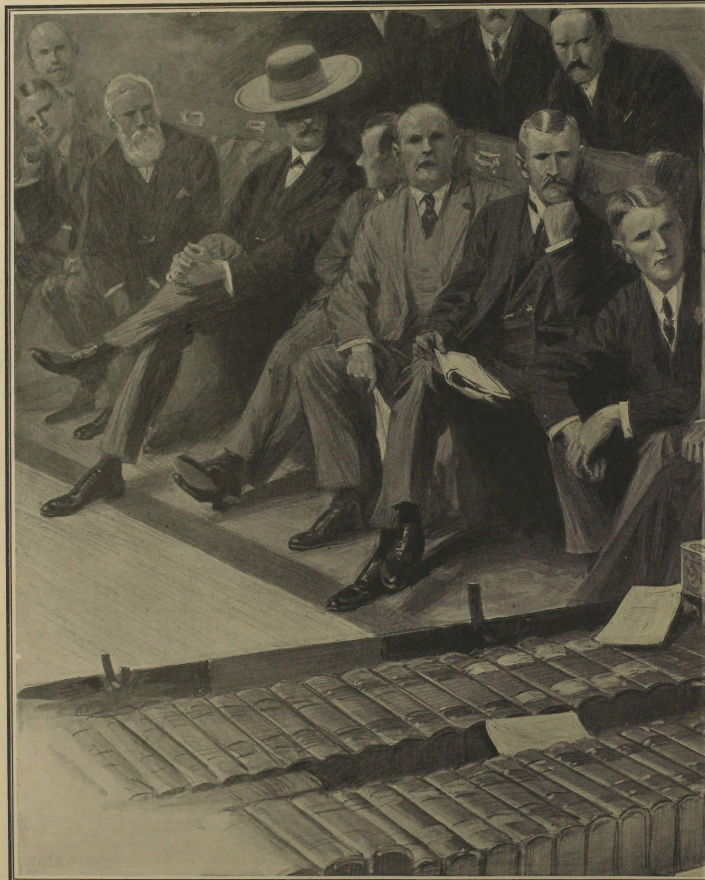
7. ACCUSED OF AIDING THE MONARCHIST CAUSE IN PORTUGAL: PRISONERS CHARGED WITH BEING MONARCHISTS IN THE HANDS OF A REPUBLICAN GUARD.

In a letter dated July 14, a special correspondent of the "Times" wrote: "The Royalist raid into Portugal, preparations for which have been going on for months in the Spanish province of Orense, seems already to have spent its force. The invaders were well supplied with money and weapons; they were in sufficient strength to have struck a very severe blow at the Portuguese Government . . . but the Royalists were badly organised . . . and their friends in Portugal never went further than extending a passive sympathy. . . . Valença was attacked . . . on Sunday morning. . . . Valença was at the mercy of the Royalists. But they had not expected resistance. . . . They approached the gates. Thereupon an enterprising sergeant or a

carbonsario fired at them, and the whole body of Royalists incontinently fled." On the same day, Captain Paiva Couceiro appeared before Montalegre and demanded its surrender. Republican reinforcements were sent for and Couceiro marched to Chaves. There a milkman cried the alarm, and the inhabitants and carbonarios gave battle. Couceiro shelled the town with 70 mm. mountain guns. Then the townsfolk drove back the invaders; and regular troops suddenly appeared from Montalegre and attacked the Royalist flank. There was a general *saute qui peut*. Amongst the Royalist prisoners taken was Captain Almeida, one of Couceiro's lieutenants. The Royalist leader withdrew his force to Soutellinho.

ACTION DUE TO THE NEW GERMAN NAVY LAW: THE FIRST LORD OF THE ADMIRALTY ON BRITAIN'S NEEDS.

DRAWN BY S. BEGG, OUR SPECIAL ARTIST IN THE HOUSE OF COMMONS.



"THE DAY OF PERIL IS TOO LATE FOR PREPARATION": MR. WINSTON CHURCHILL

In the course of his speech, Mr. Winston Churchill said: "The direct cause of the Supplementary Estimate which I am now submitting to the House is to be found in the new German Navy Law. . . . Before I come to the matters which will be necessary on our part, perhaps the Committee will permit me to make a general observation. There are two points with regard to naval and naval war which differentiate them from armies and land war. The first is the awful suddenness with which naval warfare can reach its decisive phase. . . . Between . . . remote and easy distance collision there intervenes an inevitable period of delay that acts as a great buffer, a cushion of security. I mean the vast process of mobilisation, the very first signs of which must be noticed. . . . None of these considerations applies to fleets. The fleet which was assembled for the manoeuvre the other day was fully capable of going into action at once as the announcement could be brought up and put by the side of the gun. And that is true of all the great highly efficient navies of the world. . . . The second general point . . . is the extreme slowness with which

MAKING HIS MOMENTOUS STATEMENT ON NAVAL POLICY, ON JULY 22.

naval preparations can be made. . . . We must have an ample margin of strength instantly ready, and, secondly, . . . there must be a steady and systematic development of our naval forces unintercepted over a number of years. . . . The main feature of the new German Law is the increased striking power which their fleet will possess; that involves a considerable reorganisation of the British fleet in order that we may maintain the necessary margin of safety in full-commissioned ships. . . . All the world is arming as it has never armed before. We have to face the simultaneous building by many nations of great modern ships of war. We have to prevent from all danger or direct dominance and terrorism, sustained over every continent and across every ocean. We'll do we understand the truth of Mr. Budge's words—"The day of peril is now here for preparation." On the immediate right of Mr. Churchill in the drawing is Dr. Macdonald, then (joining two) were members of the Labour Party. On Mr. Churchill's left are Sir Rufus Isaacs, Sir Edward Grey, and Mr. Asquith.



SIR SAMUEL FAY,
General Manager of the Great Central Railway Company—knighthood by the King at Immingham.

ment of the London and South-Western Railway. Thirty years later he succeeded Sir William Pollitt as General Manager of the Great Central Railway Company.

The Rev. Frederick L. Wiseman, B.A., the new President of the Wesleyan Conference, was born at York in 1858. In 1887 he was selected to take charge of the newly formed Birmingham Mission. Here his exceptional preaching gifts and organising skill have found abundant scope, and he has taken a leading part in the civic life of the city. The new President is a brilliant musician.

Sir Francis Fox has been associated with many notable engineering works before that of preserving Winchester Cathedral, for which he received, a few days ago, the honour of knighthood. In this country he has taken part in the extension of the Great Central Railway to London and the construction of several "tubes," while abroad he has been connected with the Simplon Tunnel, the Cape and Cairo Railway, and the Witwatersrand electrical station.

Only last May, M. Henri Poincaré, the eminent French mathematician and philosopher, delivered, at London University, some lectures on higher mathematics and "The Logic of the Infinite." He was born at Nancy in 1854, and is a first cousin of M. Raymond Poincaré, the Premier. As a boy he assisted his father, a doctor, in the ambulance corps during the war of 1870. In 1881 he was appointed a Lecturer in the University of Paris, and later became Professor of Mathematical Astronomy. In 1908 he was elected to the Académie Française.

Mr. Abel Thomas, who died suddenly during a visit to Swansea for the Glamorgan Assizes, first

THE REV. F. LUKE WISEMAN,
The new President of the Wesleyan Conference.—[Photo, Beaufort.]

SIR Samuel Fay, who was knighted by the King when his Majesty opened the new dock at Immingham, near Grimsby, on the 22nd, was born at Southampton in 1856, and in 1872 entered, as a clerk, the traffic department of the London and South-Western Railway. Thirty years later he succeeded Sir William Pollitt as General Manager of the Great Central Railway Company.

PORTRAITS AND PERSONAL NOTES.



THE LATE MR. ABEL THOMAS, M.P.,
Who Died Suddenly on the 23rd in a Swansea Hotel.

entered Parliament twenty-two years ago as Member for East Carmarthen, and was re-elected in 1906 and

of York for unorthodox proceedings, and lost his case both there and in his appeal to the Privy Council. Deprived of his benefice, he gradually founded the Theistic Church, since 1885 established in Swallow Street, Piccadilly. He wrote numerous books expounding his views.

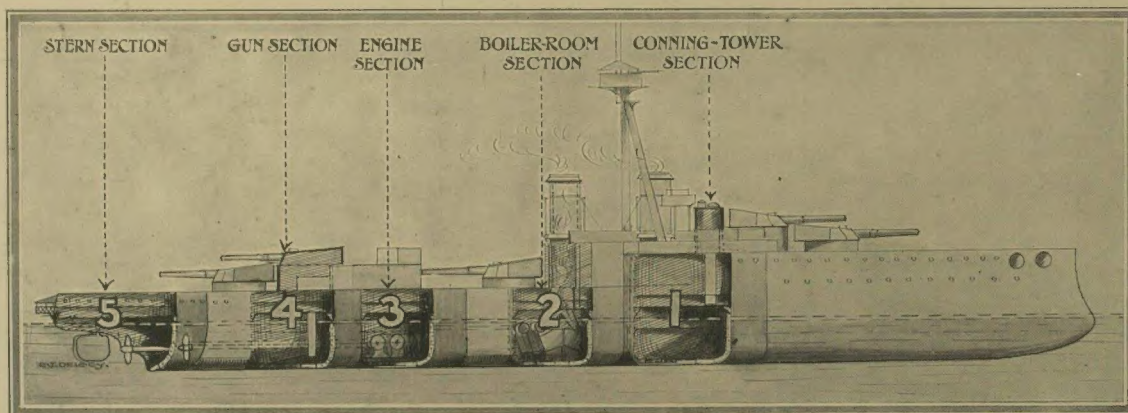
Mr. Frederic Julius Macaulay, who died recently at the age of eighty-two, was associated with the London and South-Western Railway for more than sixty-one years—first as clerk in the Secretary's Department, then (from 1865 to 1880) as Assistant Secretary, from 1880 to 1898 as Secretary, and since as a member of the Board of Directors. He was also a Governor of the Railway Benevolent Institution.

In succession to Sir Percy Girouard, who has resigned, Mr. Henry Conway Belfield has been appointed Governor and Commander-in-Chief of the East Africa Protectorate. Since 1884 he has served in the Malay States, where for the last ten years he has been British Resident of Selangor. During 1908 he was Acting Resident-General of the States.

Dr. Donaldson, who next October will assume office as Vice-Chancellor of Cambridge, has been Master of Magdalene College since 1904. He is a son of Sir Stuart Donaldson, the first Premier of New South Wales, and was born in Sydney in 1854. In 1900 he married Lady Albinia

Hobart Hampden, daughter of the late Lord Hobart, and sister of the Earl of Buckinghamshire.

Speculation has been busy over the political purpose of Prince Katsura's visit to St. Petersburg, which is part of a tour in Europe and America. Prince Katsura was Prime Minister of Japan from 1901 to 1906, during which period the Anglo-Japanese Alliance was concluded, and again in 1908. He entered the Japanese Army in 1867, and has seen much active service. In 1896 he became Governor-General of Formosa, and two years later Minister of War.

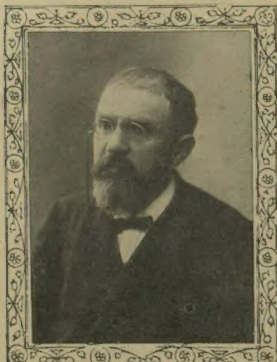


THE ARMOURD WALLS OF BRITAIN: A KEY TO OUR NEW SERIES OF ILLUSTRATIONS OF SECTIONS OF A SUPER-DREADNOUGHT.

On the opposite page will be found the first of a new series of drawings of remarkable interest, by Mr. Charles J. de Lacy, the well-known naval artist, showing in section the interior workings of a super-Dreadnought battleship. The drawing opposite represents Section No. 1, on the right in the above diagram. Other drawings will follow in future issues, representing respectively Sections 2, 3, 4, and 5.

1910. As a barrister he had a large practice on the Chester and South Wales Circuits. Later he became Chairman of the Pembrokeshire Quarter Sessions.

Heterodoxy in the late Mr. Charles Voysey, the founder of the Theistic Church, was inherited from a distinguished source, for he was a direct descendant of a sister of John Wesley. As an Anglican clergyman Mr. Voysey was a protégé of Dean Stanley, but went far beyond him in breadth of views. In 1869, when Vicar of Healaugh, near Tadcaster, he was summoned before the Chancery Court of the Diocese



THE LATE M. HENRI POINCARÉ,
The eminent French Mathematician and Physicist—Cousin of the French Premier.



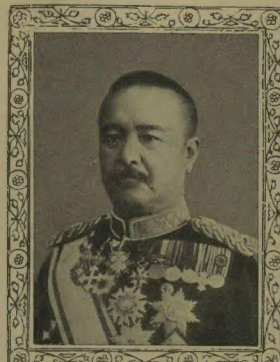
THE LATE REV. CHARLES VOYSEY,
Founder of the Theistic Church, and one of the Founders of the Cremation Society.



MR. H. CONWAY BELFIELD,
Appointed Governor of the East Africa Protectorate.



THE REV. STUART A. DONALDSON, D.D.,
Elected Vice-Chancellor of Cambridge University



PRINCE KATSURA,
Ex-Premier of Japan, whose visit to St. Petersburg has aroused much political speculation.

Navigating House

CONNING-TOWER

THE HOLES IN THE ROOF OF CONNING-TOWER ARE USED FOR WORKING FLAG-SIGNALS IN ACTION WHEN MEN CANNOT BE EXPOSED ON BRIDGE.

SPEAKING TUBES & INDICATORS

STEAM STEERING WHEEL

SEAMEN'S GALLEY

BATHS & WASHING FOR CREW

CREW SPACE

MAIN DECK

SICK BAY - OR HOSPITAL

LOBBY

STORES

AUXILIARY MACHINERY FOR ELECTRIC LIGHTS

INDICATORS TO GUNS

ENGINE-ROOM TELEGRAPH

STAIRS

PASSAGE

MAGAZINE AMMUNITION FOR LARGE GUNS

ENGINEERS' STORES

6 INCHES CORK INSULATION ROUND MAGAZINES

DOUBLE BOTTOM

CENTRE LINE OF VESSEL

UPPER DECK

THIS SUPERSTRUCTURE IS UNARMoured & IF SHOT AWAY IN ACTION WOULD NOT MATERIALLY AFFECT THE FIGHTING POWER OF THE VESSEL.

THIS TUBE, MADE OF ONE SOLID PIECE OF METAL, IS LARGE ENOUGH INTERNALLY TO ALLOW PASSAGE OF MAN UP OR DOWN LADDER SHOWN AT SIDE. THIS PART ABOVE LEVEL OF SIDE ARMOUR OF SHIP IS ALSO ARMoured, AS ALL MEANS OF COMMUNICATION WITH CONNING-TOWER, SUCH AS SPEAKING-TUBES, TELEGRAPH & INDICATOR WIRES PASS DOWN THIS TUBE. ALL PARTS OF THE SHIP ARE THUS IN DIRECT COMMUNICATION WITH THE CONNING-TOWER, WHICH CAN ONLY BE ENTERED BY THE LADDER SHOWN BELOW THE LEVEL OF THE ARMoured DECK.

CREW SPACE

MAIN DECK

OPERATING THEATRE

LOBBY

STORES

AUXILIARY MACHINERY

THESE MACHINES MAINTAIN THE SUPPLY OF COOL AIR TO MAGAZINES, ALSO COMPRESSED AIR FOR DISCHARGING TORPEDOES.

ENGINEERS' STORES

ENGINEERS' STORES

AMMUNITION ISOLATED IN SEPARATE BOXES

(HARVEY DODGE) P. 12.

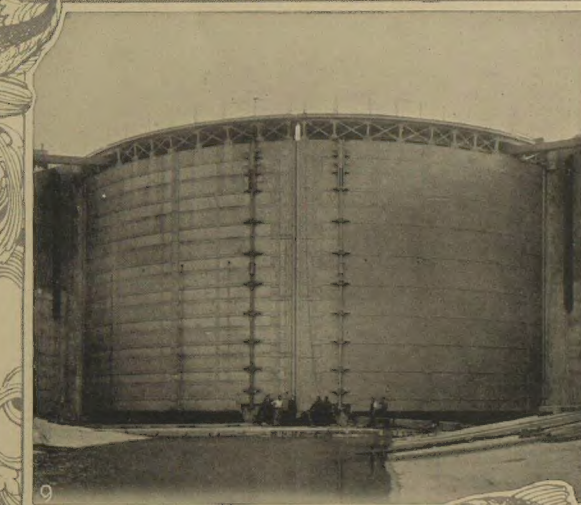
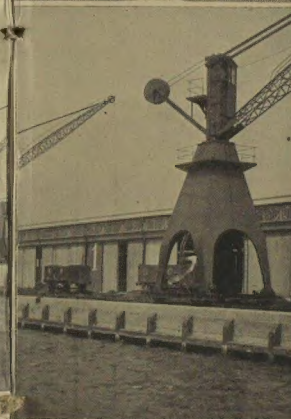
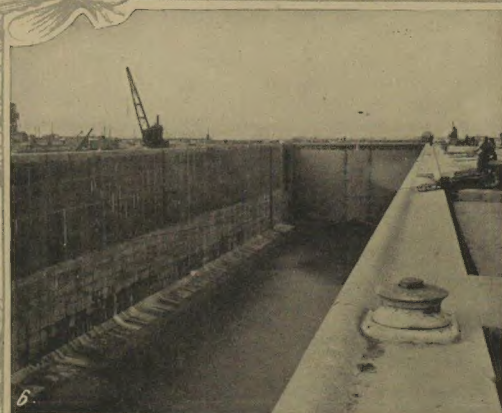
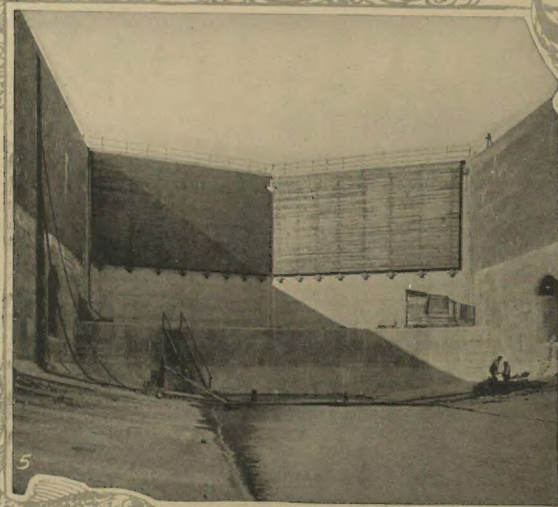
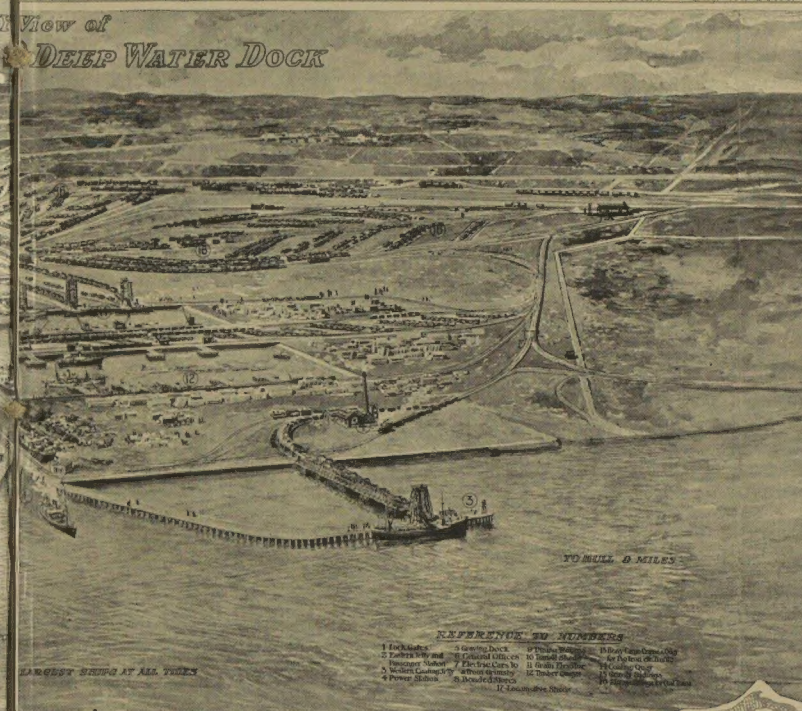
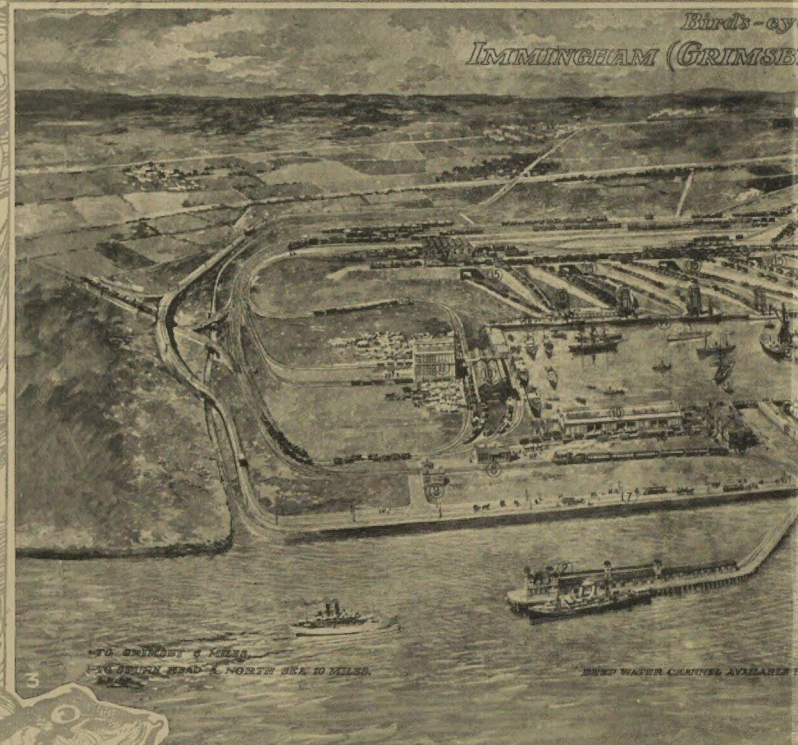
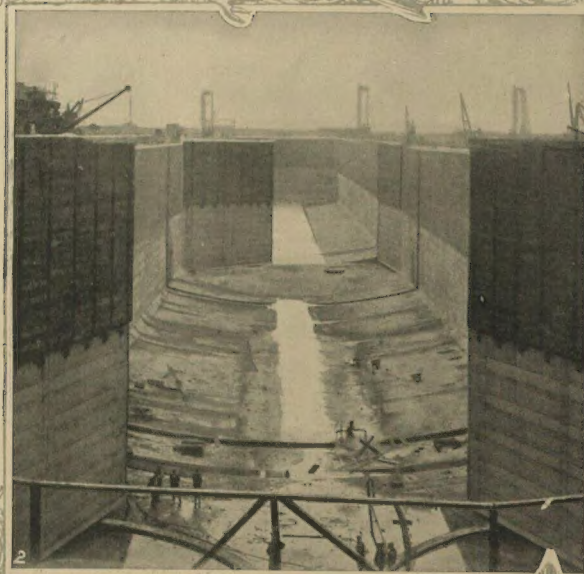
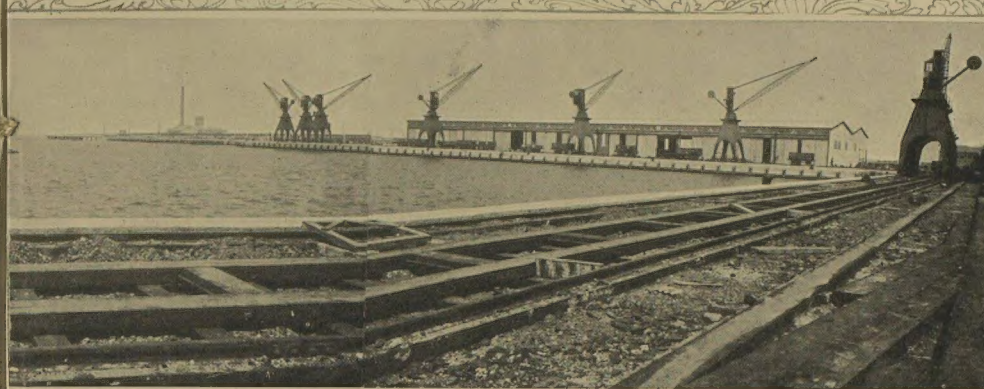
we cannot but think that the set of pages will prove exceedingly popular, more especially as the question of Naval supremacy is now the outstanding feature of world-politics. On another page of this issue will be found a diagram showing the "ground" which the various pictures in the series cover.

THE TWO - AND - A - HALF - MILLION - POUNDS "GATEWAY" OPENED BY

No. 3 BY COURTESY OF THE GREAT CENTRAL

THE KING: THE NEW IMMINGHAM (GRIMSBY) DEEP-WATER DOCK.

RAILWAY COMPANY; THE PHOTOGRAPHS BY BULLEN.



1. BUILT FOR £2,500,000: THE NEW DEEP-WATER DOCK AT IMMINGHAM.
2. PASSED BY THE KING, ABOARD THE "KILLINGHOLME": THE ENTRANCE TO THE NEW DOCK AT IMMINGHAM, SHOWING THREE PAIRS OF GATES.

3. AT ENGLAND'S LATEST PORT: A BIRD'S-EYE VIEW OF THE GREAT DOCK.
4. THE FIRST PAIR FINISHED: GATES OF THE DOCK.

5. A BACK VIEW: GATES OF THE DOCK.
6. FIRST PASSED BY THE KING AND QUEEN: THE ENTRANCE TO THE NEW DOCK AT IMMINGHAM (GRIMSBY).

7. SHOWING CRANES AND RAILWAY LINES: THE QUAY SIDE.
8. THE NEW PORT: A CORNER OF IMMINGHAM DOCK.
9. A FRONT VIEW: DOCK GATES CLOSED.

On July 22, the King, who was accompanied by the Queen, went to Lincolnshire that he might open the Great Central Railway Company's new dock at Immingham (now described as "the most modern, convenient, and economical commercial gateway"), which has been constructed at a cost of £2,500,000. On arriving at Grimsby, his Majesty, having received and acknowledged an Address from the Town Council, drove to the docks station for the continuation of his journey to Immingham. There their Majesties went aboard the s.s. "Killingholme." The King opened the lock gates by pressing an electric signal, and the vessel passed into the dock. His Majesty declared the dock open in the reception pavilion set up for the purpose. During the proceedings the honour of knighthood was conferred upon Mr. Sam Fay, the General Manager of the Great Central Railway. The first sod of the new deep-water dock was turned only five years ago, although the idea of such a dock was mooted as far back as 1873. The dock has a depth of water varying from 30 to 35 feet. The area of the dock property

is 1000 acres. The water-area of the dock, with the south-west arm, is 39 acres; 45 acres, if the Timber Pond be added. The length of the dock property is 2½ miles; its breadth, 1 mile; and its river frontage, 1½ miles. The central basin is 1100 feet square; the southern quay is 2350 feet long; the south-west arm, 1250 feet. There are 170 miles of railway sidings and lines, and a total capacity for 16,850 wagons. The length of the lock is 840 feet; its width 90 feet. The graving dock is 740 feet long, and 56 feet wide. In making the dock some 3,500,000 cubic yards of earth were excavated, and used to raise the land round about 5 feet. The figures on Illustration 3 refer to the following: 1. Lock-Gates; 2. Eastern Jetty and Passenger Station; 3. Western Coaling Jetty; 4. Power Station; 5. Graving Dock; 6. General Offices; 7. Electric Cars to and from Grimsby; 8. Bonded Stores; 9. Dining-rooms; 10. Transit Sheds; 11. Grain Elevator; 12. Timber Quays; 13. Heavy Cargo Crane and Quay for Pig Iron, etc., Traffic; 14. Coaling Quay; 15. Gravity Sidings; 16. Storage Sidings for Coal Trains; 17. Locomotive Sheds.

SCIENCE AND

The Horoscope.

XVIth cent.SCIENCE
JOTTINGSMUSEUMS USEFUL
AT LAST.TWO or three years
ago in this page—

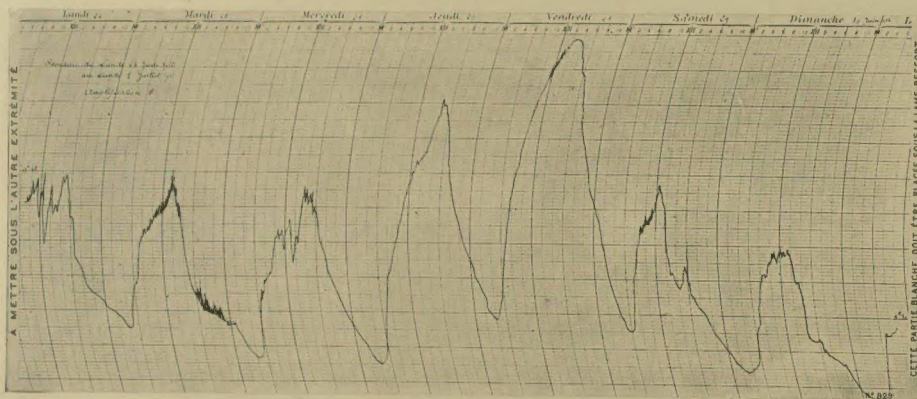
and not for the first time—I entered a protest against the uselessness of the ordinary museum. I said we had very valuable collections of objects of interest, ranging from natural history specimens to archaeological finds, all calculated to serve as means of educational instruction and advance. My complaint was that the museum collections remained for the study of the very few in place of being made the means of educating the many. A museum was really a kind of close corporation within whose precincts the man in the street—who helps to pay for the collection—might wander for hours, nobody heeding him, and certainly nobody taking any trouble to instruct him in the value and interest of what he saw. Certain museum authorities were pleased to scoff at my idea that guides should be provided to describe the museum treasures. My suggestion seemed to rouse some strong objection such as only a sleepy vested interest could evolve. Museums were for the expert, the student, the specialist, not for the ordinary person anxious to know. But the ordinary person pays the piper, and he has a right to call the tune, and so, somehow or other, the museum Rip Van Winkle has awakened from his somnolence, and guides and lectures are now provided that popular education and culture may be advanced, and that the enormous sums of money represented in our museum-collections should be made to yield at least an intellectual interest.

I have at hand no wide record of what is being done in museums at large to instruct the public in the various branches of science, art, archaeology, and other topics whereof the museum constitutes the typical and special object-lesson. But at the British Museum, I know, the antiquities are explained at certain periods. The



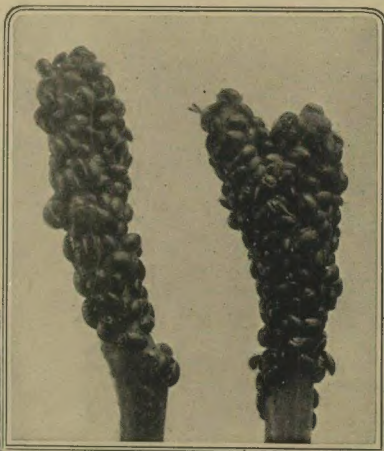
REGISTRAR OF THE GROWTH AND THE SHRINKING
OF THE EIFFEL TOWER: M. GUILLAUME.

is to explain the meaning and teachings of the many magnificent specimens with which that great depot of natural history abounds. Think what such teaching must imply. You have not only boys and girls, but adults interested deeply in natural history lore.



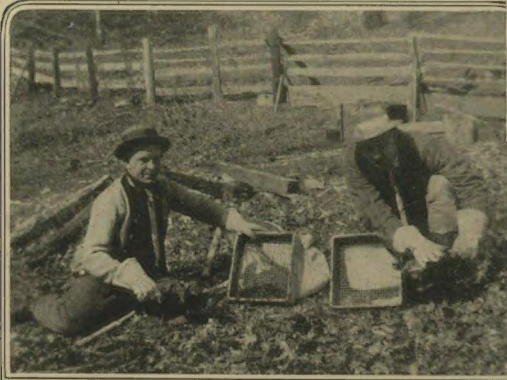
THE GROWTH AND THE SHRINKING OF THE EIFFEL TOWER: A CHART REGISTERING THE EXPANSION AND CONTRACTION OF THE GREAT STRUCTURE, WHICH SHIFTS ITS WEIGHT "ALTERNATELY FROM ONE FOOT TO ANOTHER."

"That the Eiffel Tower moves daily in a vertical and horizontal sense has long been beyond doubt," said the "Daily Telegraph" recently, "... but its vertical movements were a mere matter of conjecture until M. Guillaume undertook to investigate them. ... We learn that the great structure may vary from two to three centimetres in height every day. The elevation or depression is not equally distributed, as only one of its sides may be affected by the rise or fall of the temperature, and thus the tower may be compared to a person shifting his weight alternately from one foot to another. ... If the expansion or contraction of the entire tower were measured it would probably amount to some six centimetres, or two and a half inches. ... If a cloud covers the tower and hides the sun, the temperature falls a few degrees, and the tower diminishes, and when the sun shines again it rapidly rises a centimetre or two." M. Guillaume's device for registering the vertical expansion or contraction is most ingenious.—[By Courtesy of M. Guillaume.]



RECRUITS FOR THE ARMY ORDERED
AGAINST THE MELON APHIS: LADY-
BIRDS COLLECTED ON PINE-TWIGS.

The California State Commission of Horticulture is employing lady-birds to destroy the melon aphis, whose ravages have been costing the melon-growers of the Imperial Valley, in Sonoma County, alone something like a million pounds a year. The lady-bird is the natural enemy of the melon aphis. Three mid-winter expeditions to cañons of the Sierras yielded over 1700 lb. of the insects; and each pound included approximately 25,000 insects. Sifted into 50 lb. bags, the lady-birds went to the State Commission on mule-back. They were then stored in boxes in cold rooms, which kept them dormant until wanted for the farmers.



SIFTING INSECTS DESTINED TO FIGHT MELON-DESTROYERS: PASSING LADY-BIRDS THROUGH SIEVES TO SEPARATE THEM FROM PINE-NEEDLES; LEAVES, AND SO ON.

Edinburgh Museum of Science and Art has its regular lectures on different subjects illustrated by its collections. At South Kensington, I read, arrangements have been made whereby a guide-demonstrator

They read books, and so far gain a knowledge of the great world in which they live. But to be brought face to face with the actual animal or plant, or fossil, is a very different thing. It sets the seal on

NATURAL HISTORY

the educational intent, makes things clear, and enables the mind to realise plainly what Nature really is. You may speak of coral, for example, but when you can show, first, a beautiful model of your anemone, and then relate it to the coral family whereof it is the type, you will replace a mythical coral perchance by the real object and form an idea of coral life that can never be wholly destroyed or lost. I can remember one of my earliest incentives to the study of natural history being presented to me by the spectacle of a dissected lobster, with all its segments and their appendages displayed in perfect fashion in a museum. I never rested till I had made such a preparation for myself, and when, later on, I had to take part in museum work for the purpose of illustrating my lectures in the Edinburgh Medical School, I found the early training in preparing specimens of the highest value. But, day by day, I saw people enter the museum, stroll heedlessly and wearily about, look at this or that with uninstructed eyes, and leave the building as wise as when they entered it. In those far-back days even, I thought of the opportunities missed for giving popular instruction in the sciences objectively represented in the museum. But there always came to the front the red-tapeism of officialdom. What need to do more than dust specimens and keep cases clean? You could come and go as you pleased, but if you looked about for somebody to tell you something about what you saw, your eye would light either on a policeman who was there to see you stole nothing, a belated charwoman ending her labours, or some expert busy classifying beetles or fleas, and aiding to make a big catalogue, which, useful to specialistic science, is of no service at all to the world of active thought.

I say, I am glad things are changing in the matter of the museum. Science is letting itself go, so to speak, in the newspapers, and we are getting elaborate weekly



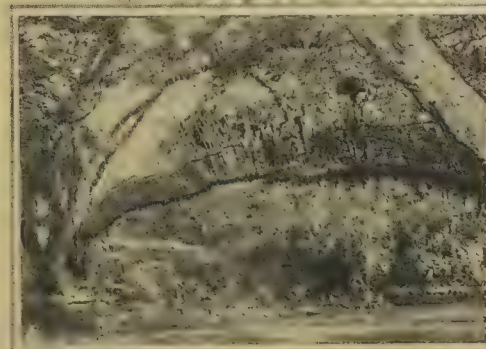
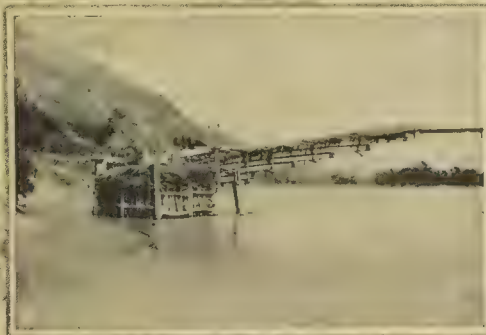
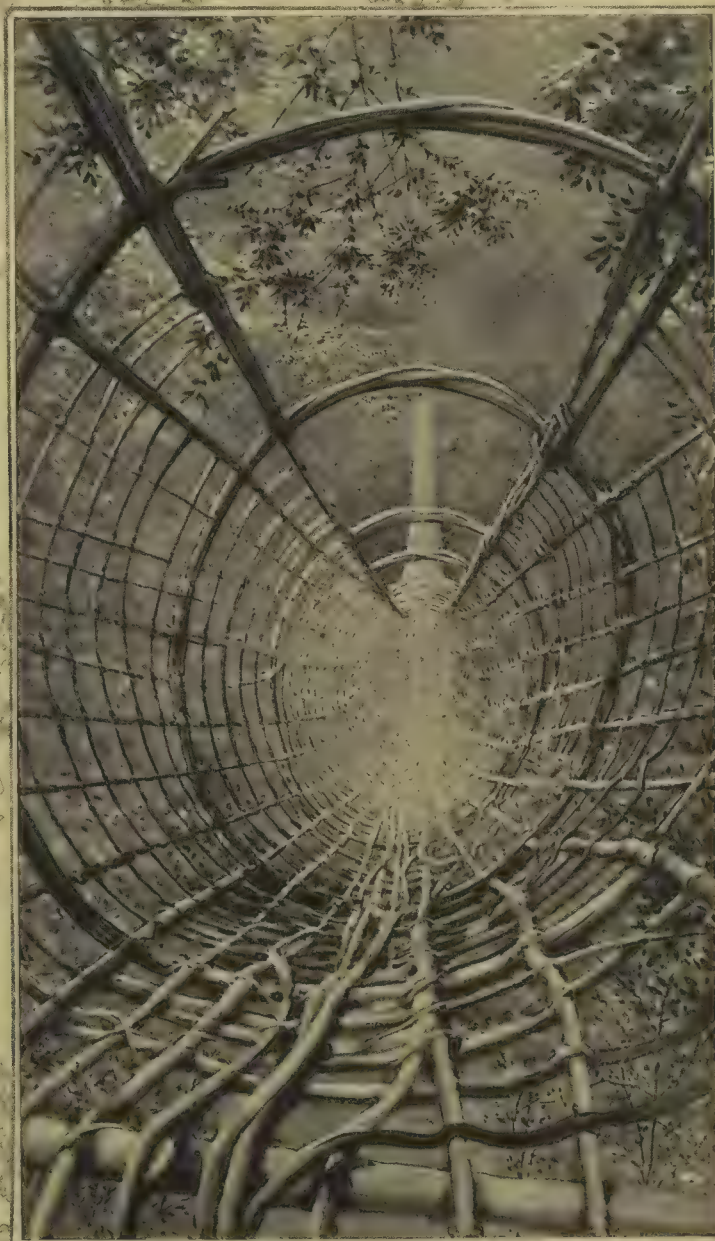
SHOWING THE LADY-BIRD MEASURING AND PACKING MACHINE: THE MOUNTAIN PACKING-SHED, IN WHICH HUNDREDS OF POUNDS OF THE INSECTS WERE HANDLED.

discourses on most things under the sun. Let us hope that the British Association will soon follow suit, and reader its transactions in language to be "understood of the people."

ANDREW WILSON.

SUGGESTING WEBS OF GREAT SPIDERS: STRANGE MAN-MADE BRIDGES.

PHOTOGRAPH NO. 6 BY RECORD PRESS.



1. SPANNING THE SIYOM RIVER: A SEEMINGLY DELICATE CANE BRIDGE.
2. AT FIRST GLANCE LIKE AN ELONGATED HAMMOCK; A CANE BRIDGE OVER THE SHIMANG RIVER, NEAR DOSING.
3. A SPIDER'S-WEB VIEW OF A MOST CURIOUS STRUCTURE, LOOKING DOWN THE MOUTH OF A CANE BRIDGE OVER THE SIYOM RIVER.

On other pages in this issue, we give a series of remarkable photographs illustrating the great natural bridges of Utah, strange work done by Dame Nature in her capacity as civil engineer. On this page, we carry the subject a step further by publishing photographs of some remarkable structures set up by comparatively primitive man. To the European eye, trained to steel and stone, many of them would seem extraordinarily flimsy affairs, not to be trusted without testing; yet it is obvious that they serve their purpose, and, after all, nothing more can be demanded of anything of the kind, save, perhaps,

4. OVER THE TEKES RIVER: A PRIMITIVE CANTILEVER BRIDGE.
5. CROSSING WATER AND A BOULDER-STREWN ROAD: A CANE SUSPENSION BRIDGE IN THE MARU COUNTRY.
6. A STRUCTURE A EUROPEAN MIGHT BE INCLINED TO "FUNK": A VERY PRIMITIVE BRIDGE IN THE INTERIOR OF NORTHERN NIGERIA.

picturesqueness, which, it must be confessed, these strange examples of man's ingenuity possess in noteworthy degree. Such cane suspension-bridges as those shown span the swift torrents of the land of the Marus, brothers of the Ahors, which otherwise would be impassable. The largest of them, which crosses the N'maika, the eastern of the two streams into which the Irrawaddy divides some twenty miles north of Myitkyena, is 380 feet long, and its roadway consists of canes set in pairs, at intervals of about two feet, and held by two cables made of split cane.

WHERE PRAYER TAKES THE PLACE OF TOLL: A GREAT NATURAL BRIDGE.

PHOTOGRAPHS BY S. M. YOUNG; REPRODUCED FROM THE "NATIONAL GEOGRAPHIC MAGAZINE," WASHINGTON D.C. COPYRIGHT U.S.A. 1911.



IN his article in the "National Geographic Magazine" quoted on the opposite page, Professor Byron Cummings writes: "The natural bridge known to the Indians as Nonnezoshi (the stone arch) . . . is the largest natural arch yet found, and measures 308 ft. in height and 275 ft. between the abutments. It . . . spans the canyon in which it is found. This canyon, called by the Indians Nonnezoshi-boko, extends from the slopes of Navajo Mountain north-west and joins the Colorado River a few miles below the mouth of the San Juan. . . . The arch is situated about six miles above the mouth of the gorge."

(Continued opposite)



(Continued.)

"Few even of the Indians are well acquainted with this region. It is celebrated as the place where Hoskinimi, one of the most revered leaders among the Navajo, successfully evaded Kit Carson, in 1866, when the latter taught the Navajo such a terrible lesson; but not even Hoskinimi seems to have penetrated so far as the Nonnezoshi. The members of the Utah Archaeological Expedition and of surveying party of the U.S. General Land Office, who visited the bridge together August 14, 1909 [were] evidently the first white men to have seen this greatest of nature's stone bridges."

(Continued below.)



1. LIKE THE NECK OF SOME GIGANTIC MONSTER; ONE LIMB OF THE NONNEZOSHI ARCH—HEIGHT, 308 FEET; SPAN, 275 FEET.
2. NOT TO BE PASSED BY THE PAHUTES WITHOUT A SPECIAL PRAYER, WHICH MAY BE SAID TO TAKE THE PLACE OF A TOLL; NONNEZOSHI SEEN FROM UP THE CANYON.

"This remarkable freak in the earth's crust," to quote Professor Byron Cummings again, "is hardly a bridge in the true sense of the term, but is more properly an enormous flying buttress that has been chiselled out by the ages. . . . The surface formation of this section is the same thick bed of red and yellow sandstone found in the region of White Canyon, and Nonnezoshi has been cut out of the cliff in the same manner that the White Canyon

3. "AN ENORMOUS FLYING BUTTRESS"; NONNEZOSHI—A MARVEL OF NATURAL ARCHITECTURE.
4. LIKE A RAINBOW OF ROCK; THE BEAUTIFUL SYMMETRY OF NONNEZOSHI.
5. DWARFING THE HORSE ON ITS LEFT; A NEAR VIEW OF NONNEZOSHI, SEEN FROM DOWN THE CANYON.

bridges were formed. It is . . . only about twenty feet thick in the narrowest part. This slender arm of the cliff stretches out across the canyon like a rainbow. In its shadow at one side are the remains of what was probably an ancient fire shrine. . . . The Pahutes look upon it with awe. . . . [a] Pahute guide, Whitehorsebiga, would not pass beneath the arch because he had forgotten the prayer that must be said before doing so."

DAME NATURE, C.E.: UTAH ROCK BRIDGES MADE BY WATER.

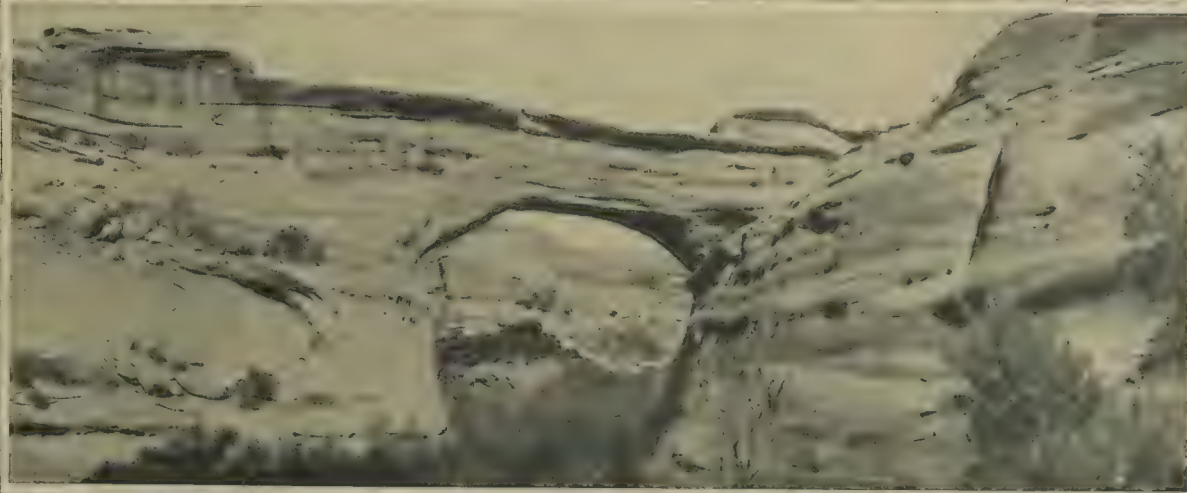
PHOTOGRAPHS BY S. M. YOUNG; REPRODUCED FROM THE "NATIONAL GEOGRAPHIC MAGAZINE," WASHINGTON D.C. COPYRIGHT U.S.A., 1911.



THE MOST GRACEFUL OF UTAH'S NATURAL BRIDGES: THE EDWIN, OR LITTLE BRIDGE—HEIGHT, 108 FEET; SPAN, 194 FEET.



THE MOST MASSIVE OF UTAH'S NATURAL BRIDGES: THE CAROLYN BRIDGE—HEIGHT, 205 FEET; SPAN, 186 FEET.



MASSIVENESS AND GRACE COMBINED: THE AUGUSTA BRIDGE—QUEEN OF THE WHITE CANYON
HEIGHT, 222 FEET; SPAN, 261 FEET.

The great natural bridges of Southern Utah, which surpass those of Virginia in grandeur and beauty, are among the wonders of the world. In a region where the sandstone strata have been forced upward and broken into "faults," the action of water eating its way through the softer parts during countless ages has carved out half a dozen of these great arches of rock. To quote an interesting article by Mr. Byron Cummings in the "National Geographic Magazine," "In Armstrong Canyon is found the Edwin or Little Bridge. It is a graceful structure . . . having a span of 194 feet and an elevation of 108 feet, while the arch in the

centre is only 10 feet thick . . . The Carolyn Bridge . . . is the most massive of the bridges. The span is 186 feet wide, and from the top of the bridge to the bottom of the gorge is 205 feet. The roadway is 49 feet wide and the arch 107 feet thick in the narrowest part . . . The Augusta Bridge . . . rises in graceful proportions, 222 feet high and 261 feet between the abutments . . . The thickness of the stone arch is 65 feet, and the roadway is 28 feet wide. The Augusta, therefore, is the Queen of the White Canyon bridges. It combines massiveness with gracefulness." Near these bridges are the remains of ancient cliff-dwellings.

THE "BLUE RIBBON" OF BISLEY: THE KING'S PRIZEMAN; AND OTHER WINNERS.

PHOTOGRAPHS BY SPORT AND GENERAL, C.N., ILLUSTRATIONS BUREAU, AND CRIBB



1. WINNER OF QUEEN MARY'S PRIZE: CORPORAL B. H. D. HURST, 1ST WESSEX R.E.

4. WINNER OF THE SILVER MEDAL IN THE GRAND AGGREGATE AND THE SERVICE RIFLE CHAMPIONSHIP: SERGEANT OMMUNDSEN, 1TH ROYAL SCOTS.

7. THE HOUSE OF COMMONS TEAM (MARKED X) WHICH BEAT THE HOUSE OF LORDS: (FROM LEFT TO RIGHT) AT THE BACK—MAJOR PARNELL, CAPTAIN TRYON (X), MAJOR MORRISON-BELL (X), CAPTAIN MORRISON-BELL (X). IN FRONT—CAPTAIN CLIVE (X), CAPTAIN MURRAY (X), COLONEL SEELY, CAPTAIN WILSON (X), MAJOR FOSTER (X). SITTING ON THE GROUND—MR. GLENOUR.

2. WINNER OF THE KING'S PRIZE AND SON OF THE WINNER IN 1888: PRIVATE FULTON, WEARING HIS BADGE, BEING CHAIRED.

5. "SEE THE CONQUERING HERO COMES": PRIVATE FULTON, WINNER OF THE KING'S PRIZE, SHAKING HANDS WHILE BEING CHAIRED TO THE STRAINS OF A HORN.

3. WINNER OF THE SILVER MEDAL IN THE SECOND STAGE OF THE KING'S PRIZE: SERGEANT-INSTRUCTOR OF MUSKETRY G. H. HARVEY, OF SOUTH AFRICA.

6. WINNER OF THE ST. GEORGE'S VASE: LANCE-CORPORAL H. A. MANN, HON. ARTILLERY CO.

8. DEFEATED BY THE HOUSE OF COMMONS AT BISLEY IN THE VIZIANAGRAM CUPS COMPETITION: THE HOUSE OF LORDS TEAM, CONSISTING OF EARL WALDEGRAVE, LORD CHEYLESMORE, EARL STANHOPE, LORD SEMPHILL, THE DUKE OF WELLINGTON, LORD LOCH, VISCOUNT HOOD, AND LORD ELPHINSTONE.

The twenty-third annual Imperial Rifle Meeting was concluded at Bisley on the 20th. The King's Prize—the blue ribbon of marksmanship—was won by Private Arthur George Fulton, of the Queen's Westminsters, whose success was very popular. He has thus followed in the footsteps of his father, Armourer George E. Fulton, also of the Queen's Westminsters, who won the King's Prize in 1888, when his son was a year old. There was a most exciting finish on the present occasion. At his last shot Private Fulton required a bull's-eye to win

by one point from Chaplain Fenn. There was a hush of expectation until the "bull" was signalled, when a roar of cheers broke out, and those present, including Colonel Seely and Lord Cheylesmore, hastened to congratulate the winner, who was chaired round the camp. With the King's Prize of £250 go the N.R.A. gold medal and badge. Sergeant Harvey won the trophy for the grand aggregate of highest scores in the King's Prize first stage and four other contests. Sergeant Ommundsen won the bronze medal in the first stage of the King's Prize.

BY A CAMERA CARRIED ON A WING: FLYING-MEN "SNAPPED" IN MID-AIR.

PHOTOGRAPH BY M. ANDRÉ SCHELCHER.



PHOTOGRAPHED BY THEMSELVES WHILE IN FLIGHT: MM. ANDRÉ SCHELCHER AND PIERRE DEBROUTELLE ABOARD A BIPLANE NEARLY 1000 FEET ABOVE THE CHÂTEAU AND PARK OF BRETEUIL, THE COUNTRY RESIDENCE OF THE PRINCE OF WALES'S HOST IN FRANCE.

There have been published so many photographs of monoplanes and biplanes in flight that such snapshots have come to take rank among the commonplaces. For the first time, however, an airman and passenger have been "snapped" by themselves while in mid-air—that is to say, by a camera attached to the right upper wing of their biplane and worked by the passenger. The result is here given; and it should be noted that it is of more than usual

interest, quite apart from the fact already mentioned, for it shows the flying-machine 975 feet above the castle and park of Breteuil, the country residence of the Marquis de Breteuil, host of the Prince of Wales during his stay in France. Though the camera was very light, a balancing-weight had to be set on the left upper wing of the machine. The photograph was taken by M. André Schelcher, the passenger piloted by M. Pierre Debrouetelle.

A SHIP OF AN EVER-GROWING FIGHTING FORCE: A MAN-O'-WAR OF THE GERMAN NAVY.

PHOTOGRAPH BY TRAMPES.



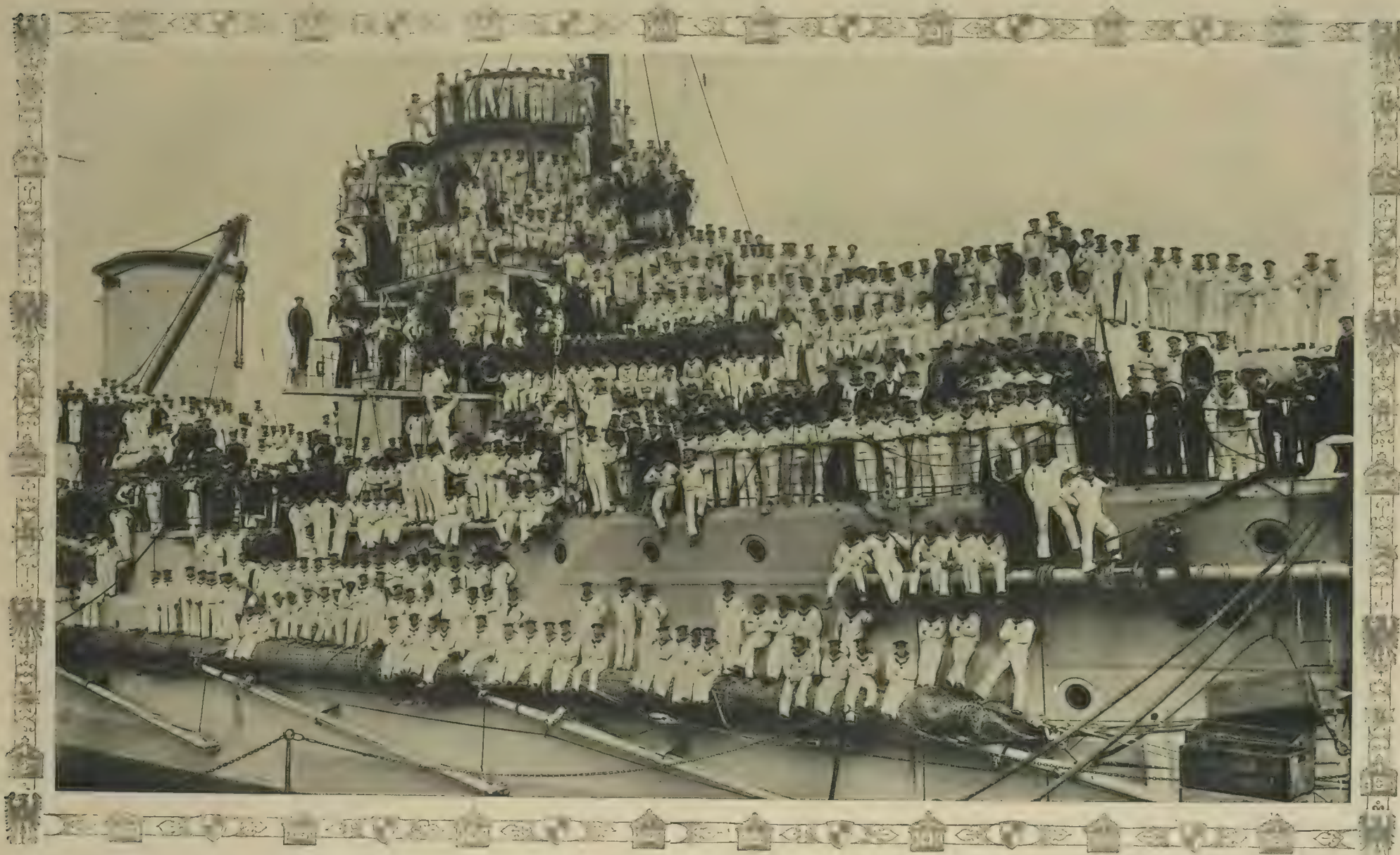
"INSTANTLY AND CONSTANTLY READY FOR WAR": A BATTLE-CRUISER OF THE GERMAN NAVY, FOUR-FIFTHS OF WHICH IS TO BE MAINTAINED IN FULL PERMANENT COMMISSION—THE "GOEBEN" LEAVING HAMBURG.

In the course of his speech on the Supplementary Naval Estimates, the First Lord said that the new German Navy Law meant that nearly four-fifths of the entire German Navy would be maintained in full permanent commission—that is to say, instantly and constantly ready for war. "Such a proportion," he continued, "is remarkable, and, so far as I am aware, finds no example in the previous practice of modern naval Powers." "The ultimate scale of the new German fleet, as contemplated by the latest Navy Law," he said later, "will be forty-one battle-ships, twenty battle or large armoured cruisers, and forty small cruisers besides an ample proportion of torpedo-boat destroyers and submarines. This marked a great advance on the figures supplied by the previous law. . . . In fact, there was a remarkable

extension of strength and efficiency, as they contributed to striking power. . . . Such a fleet would be about as numerous to look at as the fleet gathered at Spithead for the recent Parliamentary Review; but, when completed, it would be far superior in actual strength." Continuing, Mr. Churchill remarked that we must have an ample margin of naval strength immediately ready, and that there must be a steady and systematic development of our naval forces pursued over a number of years. He also pointed out that the chief feature of the new German law was the striking power the fleet would possess, and that, he argued, must involve a considerable reorganisation of the British Fleet in order that we might maintain the necessary margin of safety in full-commissioned ships.

SAILORS OF AN EVER-GROWING FORCE: OFFICERS AND MEN OF THE GERMAN NAVY.

PHOTOGRAPH BY RENARD.



IN 1898, 25,000; IN 1912, 66,000; IN 1920, 101,500: TYPICAL MEMBERS OF THE INCREASING PERSONNEL OF THE GERMAN NAVY-ABOARD THE BATTLE-CRUISER "MOLTKE."

In the course of his speech presenting the Supplementary Naval Estimates the other day, Mr. Winston Churchill, dealing with the new German Navy Law, said: "So great a change and development in the German fleet involves, of course, important additions to their personnel. In 1898, the officers and the men of the German Navy amounted to 25,000; to-day that figure has reached 66,000. In the previous Navy Laws and the various amendments which preceded this one, the Germans have been working up to a total in 1920, according to our calculations, of 86,500 officers and men, and they have been approaching that total by annual additions of approximately 2500. But this Navy Law adds a total of 15,000 men, and makes the total in 1920, 101,500. The new average annual addition is

calculated at 1680, but for the next three years by special provision 500 extra are to be added. From 1912 to 1914 500 are to be added, but in the last three years of the currency of the law there will be 500 less. This makes a total average increase of 5700 a year." In mentioning the manning of our own Navy, the First Lord emphasised the fact that it had been found possible to man fully the great fleet of ships taking part in the recent manoeuvres without calling upon more than 4000 of the Reserve, which consists of about 60,000 men. Nevertheless, he stated that we should have to add steadily and continuously to our personnel—5000 is to be the addition this year, and special steps as to manning will be taken during the next four years.

Art, Music,

& the Drama.



CHARLES (FANI) VISITS CIMABUE'S STUDIO



Photo, Dover Street Studios.
THE HEROINE OF WOLF-FERRARI'S OPERA, "THE
JEWELS OF THE MADONNA": MALIELLA (MME.
EDVINA) WEARING THE JEWELS.



CIMABUE WATCHING THE BOY GIOTTO DRAWING SHEEP

MUSIC.

MR. HAMMERSTEIN'S pluck will appeal to music lovers who are also sportsmen. The losses in connection with his English venture have been extremely heavy, and it may be added in parenthesis that the weak places in his management have not been few; but he is not beaten, and does not propose that the fate that befell the Royal English Opera House shall overtake his house. He proposes to inaugurate another season in November next, when, with popular prices and a popular programme, he should at least lose no money. Every season must find him with more experience of the conditions that must needs obtain if opera is to succeed, but the price of experience is clearly high. Happily, he is an optimist, and as he is helping at considerable expense to educate the public, his efforts deserve more recognition than they have received hitherto.

At the Crystal Palace the Nonconformist Choir Union has celebrated its twenty-fourth Annual Fête on a mammoth scale. The choral and solo-singing competitions were calculated to test the resources of the judges, and the concert with which proceedings closed brought together no fewer than 4000 singers. To-day (27th) a special concert is to be given at the Crystal Palace, the chief singer being little Stella Carol, the brilliant pupil of Madame Amy Sherwin. Other soloists will be Mr. Louis Boschman, who plays the flute in Mr. Alfred de Rothschild's private band, and Senor Don Luis Figueras, the Brazilian 'cellist. This will be one of the last concerts of the season, if not the last.

The Royal College of Music brought its summer term to a close last week with an orchestral concert, in which the chief items were Schumann's Fourth Symphony and Dr. Arthur Somervell's Variations for Piano and Orchestra, the solo part in the last-named work being played by Mr. J. A. Tafis. Other soloists were Mr. Eugene Goossens, a promising violinist, and Miss Clytie Hine, who has already been heard at Covent Garden. Sir Charles Villiers Stanford conducted, and the concert made a very favourable impression upon a large and attentive audience.



Photo, Bassano.
IN THE FAIRY-TALE BALLET AT COVENT GARDEN:
MME. KARSAVINA AS THE FIRE-BIRD AND M. ADOLF
BOLM AS IVAN, IN STRAVINSKY'S "L'OISEAU DE FEU."

to remove first impressions of the work. The opera remains, one cannot but feel, a well-intentioned, but somewhat clumsy, compliment to those American audiences whose response to the composer's more inspired efforts has been so enthusiastic. "The Girl of the Golden West" is a grotesque conception from start to finish, and Puccini fails to express the emotions of his characters satisfactorily because they have no real existence. They are lay figures, there is no flesh or blood, there is nothing more than sawdust. Even the genius for pure melody and the gift of detached, poignant utterance so noticeable in works like "La Tosca," "Madame Butterfly," and "La Bohème," are sadly to seek in "The Girl of the Golden West."

The eighteenth series of Promenade Concerts at the Queen's Hall will open, rather later than usual, on Saturday, August 17, and will come to an end on Saturday, October 26. Sir Henry Wood will be the conductor, Mr. Arthur Catterall the principal violinist, and Mr. Frederick B. Kiddle the organist and accompanist. Twenty-two novelties are promised, and the Queen's Hall Orchestra announces twelve additions to its repertoire. Some details of the novelties and the additions will be given next week.

ART NOTES.

MUCH as your favourite poet or poem is the one you have in your hand for the time being, your favourite Persian rug is probably the one you are gazing at for two exciting minutes at Christie's. But this hardly accounts for a price like five thousand guineas. Bidding is seldom spontaneous; the long figure has been decided upon beforehand, when the millionaire called upon his agent in Bond Street and once more proved, in a few brisk words, his ready comprehension of the market, and colour values and design. Real battles are sometimes fought over a Gainsborough when Mr. Wertheimer is balked of his desire; and occasionally the amateur does his own bidding and grows reckless. But the prices at the Taylor sale were not the result of individual emotionalism. It is taken for granted that a great sale means great prices. Five or six hundred per cent. was the profit realised on a large portion of the Taylor treasures, and of that increase one hundred per cent. may be put down to the workings of the cumulative effect of the collection.

Whatever the reason, the five thousand for a Persian rug clings to the mind, and one hastens to compare the nation's collection at South Kensington. The floors of a large room hitherto unused have just been covered with French carpets, interesting examples of everything that carpets should not be. Composed of admirable studies in architectural perspective, they are the very things for steeple-jacks. Among the fine Oriental carpets, hung upon the walls and glazed, there is, on the contrary, safe footing. It is, without a doubt, the place for the five-thousand-guinea "lot," five foot by seven; and here it would have been but for Mr. Taylor's dislike of the South African War. One had thought that the cost of that adventure had been fully counted; but another third of a million is now to add to the bill. The crowd that was willing to break the "pro-Boer's" windows, and endanger the things behind them, hardly knew how expensive the game would prove. The curious thing is that it didn't care then, and doesn't care now.

(Other "Art Notes" elsewhere.)



Photo, Dover Street Studios.
THE REJECTED LOVER WHO ACTUALLY STEALS THE JEWELS:
GENNARO (SIGNOR MARTINELLI) AND MALIELLA IN "THE JEWELS
OF THE MADONNA." AT COVENT GARDEN.



Photo, Dover Street Studios.
THE FAVOURED LOVER WHO ONLY BOASTS OF STEALING THE
JEWELS: MALIELLA AND RAFFAELE (SIGNOR SAMMARCO) IN "THE
JEWELS OF THE MADONNA." AT COVENT GARDEN.

LONDON'S TEN THOUSAND: THE ROYAL GARDEN PARTY AT WINDSOR.

PHOTOGRAPHS BY S. AND G. AND C. N.



1. ON THE WAY TO MINGLE WITH THEIR SEVEN THOUSAND GUESTS: THE KING AND QUEEN GOING DOWN THE STEPS OF THE EAST TERRACE, TO THE LAWN.

2. THE KING AND QUEEN IN FRONT OF THE SHAMIANA, OR ORIENTAL CANOPY, USED FOR THE PRESENTATIONS: HIS MAJESTY TALKING TO THE CROWN PRINCE OF SERBIA.

The King and Queen issued some ten thousand invitations to the great garden-party they gave at Windsor Castle last week, and the "command" was obeyed by some seven thousand. Thus were brought together practically all the well-known persons then in town—and their wives. Their Majesties walked to the lawn accompanied by Princess Christian, Princess Henry of

Battenberg, Princess Mary, Princess Alexander of Teck, and Princess Victoria of Schleswig-Holstein, and took their places beneath the Shamiana, under which presentations were made. During the afternoon the Army airship "Gamma," heading from Aldershot, flew into sight, and circled the Castle and its grounds, to the great interest of those assembled.

"Where Lavish Nature the Directing Hand of Art Demanded": English Gardens.

FROM AUTOCHROMES KINDLY LENT BY MR W. MARSHALL, OF HENLEY-ON-THAMES



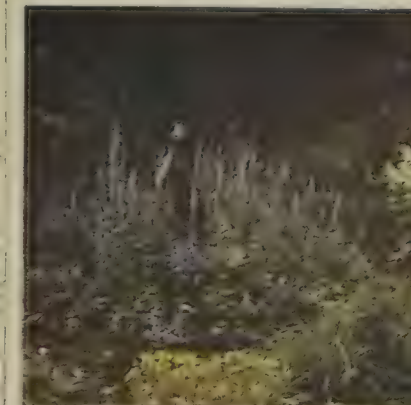
"Beauteous the Garden's Umbrage
Mild: Walk, Water, Meditated Wild."



"The Morn Awakes the Tulip from
Her Bed."



"Plaited Alleys of the Trailing
Rose."



"Where Statued Ceres . . . Stands
Sheltered in a Bower."



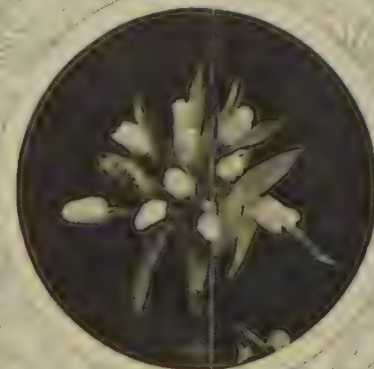
"The Finish'd Garden to the View, Its
Vistas Open, and its Alleys Green."



"The Daffodils Unfold The Spreading
Glories of their Blooming Gold."



"That Grove so Intricate, so Full
of Flowers."



"White as the Snows of Yester
Year: a Bunch of Tulips."



"Up the Long Straight Walk a Dawn
of Blossoms Shone Within."



"Mix'd Flow'rs of Red and Azure
Shine Between."



"Dim Grottoes, Gleaming Lakes,
and Fountains Clear."



"Mid a Trim Garden's Summer
Luxuries."



"A Quiet Summer Space Of Garden
Flowers and Tolling Bees."



"By Flowers Embellished and by
Springs Refreshed."



"The Rose Propt at the Cottage Door
With Careful Hands."

THE GARDEN BEAUTIFUL: ONE OF ENGLAND'S MOST LOVELY CHARACTERISTICS, ILLUSTRATED BY NATURAL-COLOUR PHOTOGRAPHY.

England herself has been described as a garden by visitors from more spacious lands, to whose eyes our trim and ordered landscape has suggested that comparison. Certain it is that the love of gardens and gardening is ingrained in the British national character, and the gardens of England rank among this country's most beautiful possessions. It was the Romans who originally introduced the taste for gardening into these islands. They brought hither many decorative plants, herbs, and fruits, and the Emperor Probus tried to popularise vine-growing. As the Roman power in Britain declined, gardening also became a lost art, but in later centuries it was revived by the great monastic houses. Following the example of the monks, Kings and nobles began to make pleasure grounds and gardens in the precincts of their castles, and gradually the custom spread among other classes of the people. Along with flower-growing grew up the taste for fountains and arbours, lakes and shaded lawns. The curious art of topiary, of which some good examples are given above, in the second illustration from the left in

the lowest row, like gardening generally, owed its first introduction into Britain to the Romans. In the seventeenth century English horticulture reached a high standard of excellence, which found its literary expression in Bacon's delightful essay "Of Gardens." Clipped yews and sundials were among the characteristics of the Elizabethan garden. Then came the formal period of Queen Anne, followed, in turn, by a reaction, due largely to the satires of Pope and Addison, and the development of landscape-gardening, with its principles of reproducing nature in miniature. At the present day the love of gardening is practically universal, and the townsman as well as the countryman tends his little plot with devoted care. Probably never before has the "careless ordered" English garden reached such a state of perfection. Our illustrations, taken by the new process of natural-colour photography, show in the actual hues of Nature some of the most charming types of the English garden and its products.



MONSIGNOR R. H. BENSON.
Whose new book, "The Child's Rule of Life," is announced by Messrs. Longmans.



At the Sign of St. Paul's

THE LATE ANDREW LANG ON HIS HANDWRITING, FEMININE FASHIONS, AND CRICKET.



MR. LUTHER MUNDAY.
Whose book, "A Chronicle of Friendships," has been published by Mr. T. Werner Laurie.
Autograph by Elliott and Fry.

I write a bad hand, it is not for lack of information copiously bestowed on me since my earliest years. For some reason, considering that I am not a sinner above all other men, I have been more preached at than most, since the dawn of my earliest memories.

A man does not know how badly he writes till he employs a typist unfamiliar with his hand. I never thought that when I wrote about the invasion of Greece by the Dorians (say, in 1000 B.C.), "the Dorians" would appear in type-script as "the Tudors." I do not know much about the Tudors before Henry VII.; but that they invaded Greece about 1000 B.C. proves them to be a most ancient family.

It is a digression, but perhaps the funniest thing I ever read in print was the statement of a learned person that Francis Bacon probably wrote his "History of Henry VII." (not at all a bad book), as information for Shakespeare, who was to write a play on Henry VII. But Will never wrote it; and I don't wonder at it.

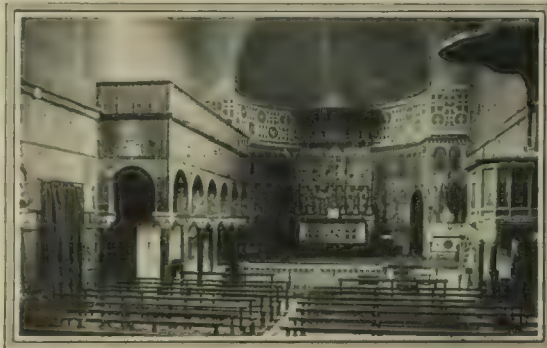
To the new, unfamiliar typist, when I write the word "coast," it appears now as "court," and now as "concert." The result is pure bosh, but that is no objection to the typewriting mind, which gaily introduces the term "Embrates," as if that represented an entity familiar to Science. You could never guess what "The Embrites" really were. "Poems" is the typist's reading of "powers": it makes nonsense—but the whole thing comes out as nonsense.

Reference to my autograph manuscript proves that "Tudor houses" were not "Dorians," as I conjectured; but "ruder

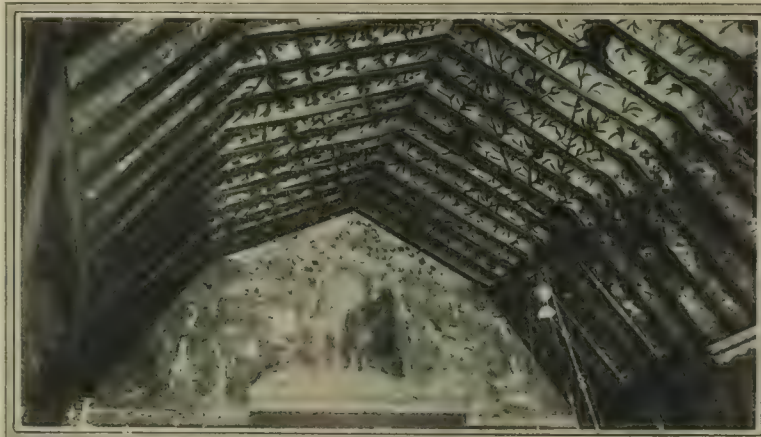
at least, a short sheath would not need to be held up by the hand of the wearer. But woman holds it up, thereby displaying far more of the lower limbs than is (in most cases) desirable from the point of view of the observer. Why is this pretty Fanny's way? My remarks are too sweeping and general, but I did observe one lady who walked away from the Eton and Harrow match in the amazing costume which is described.

The interest in this and the University match was kept up to the last, though fortune, in disabling Mr. Crutchley with "measles dire, in spots" (as Mark Twain's Emmiline sings), was cruelly hard on Oxford. As for the Eton and Harrow match, what we shall long remember was the heroic second innings of Mr. Blount, the Harrow captain. His side had to make about a hundred and twenty runs to be on a level with Eton, and he made a hundred and thirty-seven. The Eton bowlers seemed tired out, and perhaps he was tired, also, or, perhaps, chivalrously resolved not to play for a draw, but to let the match be decided.

He therefore hit wildly, and was bowled. There were six wickets to fall, and, tired as the bowlers were, Harrow made but thirty more, to the surprise of all. Eton had now to get about a hundred and forty, and, if the Harrow bowlers had enjoyed any luck, Eton might have found the task very difficult. But balls just missed the wicket, and not all catches were held. When Eton had still thirty runs to get, they had six wickets to fall. Had the batsmen done no more than the last six of Harrow, Eton might still be defeated. But no more wickets fell. If Harrow lost the match, she set a noble example in not playing for a draw.



THE FIRST BYZANTINE CHURCH IN THE BRITISH ISLES: THE BASILICA OF ST. PETER AND PAUL, DUBLIN, DESIGNED AND DECORATED BY JOHN POLLEN. This church was designed and decorated by John Pollen in 1855, at the request of Cardinal Newman, who appointed him Honorary Professor of Fine Art at the Catholic University, Dublin, whose chapel it was. Except that of Munich, this was the first basilica built this side of the Alps, fifty years before Westminster Cathedral.



DECORATED BY JOHN POLLEN FOR THE RIGHT HON. J. A. LAWSON: THE CEILING OF A DRAWING-ROOM AT CLONTRA. In 1862 John Pollen decorated several rooms at Shankhill, Clontra, Co. Dublin, for the Right Hon. J. A. Lawson. The end walls of the drawing-room (not shown in this illustration) were painted with "The Seven Ages of Woman."

"JOHN HUNGERFORD POLLEN: 1820-1902."

By ANNE POLLEN.

Illustrations reproduced by Courtesy of the Publisher, Mr. John Murray.

(SEE REVIEW IN "LITERATURE" PAGE 1)

Can you guess which Shakespearean play turns out to be "Triolus"? But when my "this position" became "disponcyon," I granted that Triolus was probably the first writer of *triolets*—and that "Naught is everything and everything is naught."

Je me fais humble—I abandon all pretensions to be able to write what intelligent persons can read. But the odd thing is that they take "Embrates" and "disponcyon," and "fods," and many other such mysterious terms, to be probably all right, and full of meaning to the specialist.

The feminine mind, in matters of dress, is wholly inscrutable. The sex has taken to wear a kind of tight short silken sheath; apparently to curb the movements of what the poverty of our language obliges me to call the legs. One would think that,



BY A FRIEND OF THE PRE-RAPHAELITES: JOHN POLLEN'S DESIGN FOR DECORATION OF THE FOREIGN OFFICE FAÇADE.

The design in water-colour was exhibited among the competitive drawings in Westminster Hall in 1857. . . . In 1856-7 John Pollen had made the acquaintance of the Pre-Raphaelites, Millais, Rossetti, and Holman Hunt, as well as William Morris and Edward Burne Jones.

from "John Hungerford Pollen."



BY AN EMINENT ECCLESIASTICAL ARTIST: THE ROOF OF ST. MARY'S, RHYL, DECORATED BY JOHN POLLEN.

The church of St. Mary's, Rhyl, was built and decorated by John Pollen in 1863. The photograph shows the open wood structure the artist preferred. The lowest zone of decoration is of birds and foliage; then comes a zone of flowers; above are serpent-headed bars.

From "John Hungerford Pollen."

A GREAT LOSS: THE PASSING OF A REMARKABLE MAN OF LETTERS.

PHOTOGRAPH

BY RUSSELL



"ANDREW WITH THE BRINDLED HAIR": THE LATE ANDREW LANG, CONTRIBUTOR OF "AT THE SIGN OF ST. PAUL'S" TO THIS PAPER, AND BRILLIANT WRITER ON MANY SUBJECTS.

By the death of Andrew Lang this paper loses one of its most distinguished contributors. We mourn his loss, not only in common with the whole literary world, but also as a colleague, for, as our readers know, he for a considerable time brightened our pages with his delightful weekly causerie, "At the Sign of St. Paul's," virtually a continuation of his famous series of papers, "At the Sign of the Ship" in "Longmans' Magazine." It is impossible here to do anything like justice to Andrew Lang's genius and extraordinary

versatility. But the briefest summary must mention (to quote the "Pall Mall Gazette") his volumes of "poetry grave and gay, folklore and anthropology, translations from many tongues, biography literary and political, books on golf and angling and cricket, Homeric defence, Scottish history, romance both serious and burlesque, manuals of advice to the tyro in half-a-dozen spheres, story-books and introductions, ephemera from periodicals." The familiar "Andrew with the brindled hair" was the name given to him by Robert Louis Stevenson.

(SEE "OUR NOTE BOOK.")

Literature

Illuminator

Grattan's Parliament.

At a time when the House of Commons has before it a scheme for the establishment of Home Rule in Ireland, it is specially interesting to read Mr. M. McD. Bodkin's book on "Grattan's Parliament: Before and After" (Fisher Unwin). It is very interesting, too, to see the pictures of the relics of that aspect of Irish national life. The old Parliament House on College Green was sold to the Bank of Ireland, and a considerable part of the internal building, including the House of Commons, was altered, but the House of Lords "remains unchanged to the present day." The benches of the Irish House of Commons are now in the Royal Irish Academy, and here also are the Woolsack, a handsome presidential chair, and the mace of the House of Lords. The Speaker's chair and the mace of the House

of Commons are in the National Museum. They came by descent from Mr. Speaker Foster to his grandson, Lord Massereene, who has lent them to the Museum, "and who would, no doubt, be happy to restore them to a Home Rule Parliament." Mr. Bodkin gives a clear and candid account of the events which led to the establishment and loss of Irish Parliamentary independence. The Parliament which Henry Grattan entered in 1775, as the nominee of Earl Charlemont

for a pocket borough, was equally distinguished for its brilliancy and its corruption. One can realise the eloquence of the orators: their speeches, indeed, leave an echo to our own time. Grattan, dressed in the uniform of the Volunteers, who had been enrolled for the protection of the country against foreign invasion, and who devoted themselves to the assertion of the demand for independence, successfully moved in 1782 the repeal of the statute which averred that Acts of the English Parliament were binding on Ireland. The motion, twice previously rejected, was now unanimously carried and the royal consent was given. Thus the Irish Parliament was liberated by Grattan, and with freedom in trade Ireland made a great advance in wealth, but the Parliament, which represented only a small minority of the people, refused its own reform and rejected Catholic emancipation. Painful quarrels broke out between Grattan and his rival Flood, which divided the patriotic forces and weakened the national cause. Mr. Bodkin tells once



Photo. Goughgan.

IRELAND'S MASTER SPIRIT IN THE BRIGHTEST YEARS OF HER HISTORY: HENRY GRATTAN, WHO OBTAINED HOME RULE FOR THE IRISH PARLIAMENT IN 1782.

From a copy made for Lady Laura Grattan by Sir Thomas A. Jones, P.R.H.A., for presentation to the National Gallery of Ireland, of the portrait by James Ramsay in the possession of the Grattan family.

"Grattan's Parliament unquestionably rendered immense services to Ireland. . . . In spite of all its other limitations, the years between its establishment and its fall, between 1782 and 1800, were the brightest in the history of Ireland."

From "Grattan's Parliament."



IRELAND'S "BAUBLE," WHICH THE UNION TOOK AWAY: THE MACE OF THE IRISH HOUSE OF COMMONS.

From a pen-and-ink drawing made from the Mace in the Dublin Museum by Miss Fitzharris, by special permission of Viscount Massereene, and reproduced in "Grattan's Parliament."



Photo. T. Goughgan.

A STATESMAN'S WIFE WHO THOUGHT DEATH BY POLITICAL OUTRAGE WOULD BE TO HER HUSBAND'S HONOUR: HENRIETTA GRATTAN.

From a Portrait in the National Gallery of Ireland.

"His wife ultimately prevailed [i.e., to persuade Henry Grattan to return to the Irish Parliament]. . . . 'I had to help him downstairs' [she writes]. 'Then he went into the parlour and loaded his pistols. . . . Mr. McCann . . . said I need not be alarmed, as Mr. Grattan's friends had determined to come forward in case he was attacked. . . . I thanked him for his kindness, but told him that my husband could not die better than in defence of his country.'"

From "Grattan's Parliament."

GRATTAN'S PARLIAMENT: BEFORE AND AFTER.

By M. McDONNELL BODKIN, K.C.

Illustrations Reproduced by Courtesy of the Publisher, Mr. Fisher Unwin.



Photo. T. Goughgan.

ONCE THE HOME OF A HOME RULE PARLIAMENT IN IRELAND: THE PARLIAMENT HOUSE, DUBLIN, WHERE GRATTAN'S PARLIAMENT SAT.

From a water-colour over an etched outline in the National Gallery of Ireland.

"On January 1, 1728, six thousand pounds was voted towards providing materials and building a new Parliament House. . . . In 1739 the work . . . was carried out by Arthur Dobbs . . . Surveyor-General. But the building as it stands to-day was not really completed until long afterwards. . . . The House of Lords . . . finally appealed to James Gandon, the greatest architect of his age."

From "Grattan's Parliament."

Bookbinder

Home Rule Parliament will be, and that under Home Rule there will be an Irish Executive, whereas under Grattan's Parliament, there was an "alien" Executive. Naturally, however, the prospect of an Irish Executive does not captivate Unionists.

John Hungerford Pollen.

(See Illustrations on "At the Sign of St. Paul's" Page.)

Miss Pollen's "John Hungerford Pollen, 1820-1902" (Murray). Both books go to show that a man's only biographer should be his wife or daughter, if he has the one or the other, and if, more important still, he is possessed of a character to make family and all lesser relationships gracious to remember and record. In neither

book is the personal or family aspect obtrusive; but because the author has in each case been conscious of the supreme importance of the more intimate man, she has been able to touch

on all other and outer matters with lightness, and at times humour. The ordinary biographer's dreary dragging forth of detail for its own sake is not once encountered here, where all detail is subservient to the moving spirit of a delightful volume. Even the Tractarian movement makes pages that are almost blithe, and a long connection with the Science and Art Department at South Kensington is not responsible for a single heavy paragraph; Pollen, lively and beneficent, is always more important than Pollen's career. Born in New Burlington Street at the end of 1820, he had Pepys' blood from his mother, whose great-grandfather was nephew and heir of Samuel. A glimpse of him at Eton makes one think unusually kindly of the public schoolboy; and at Oxford, where he became in due course Fellow of Merton, he was popular beyond the ordinary. Early travels are written of with the greatest gusto, and later we hear much of his friendships with the pre-Raphaelites and of his own work in art. He had no need of experience of cholera bed-sides, or of his conversion to Rome, where "he felt himself straightway in the embrace of a mighty mother, and incorporated with a great brotherhood of the dead and the living," to enable his serious nature to prosper along with his happiness. In all ways, a book of good cheer.



IRELAND'S "WOOLSACK": THE LORD CHANCELLOR'S CHAIR IN THE IRISH HOUSE OF LORDS DURING GRATTAN'S PARLIAMENT.

From a pen-and-ink drawing by Miss Fitzharris, by permission of the Royal Irish Academy.

From "Grattan's Parliament."



Photo. W. Lawrence

WILL IT AGAIN HOUSE A HOME RULE ASSEMBLY? THE IRISH PARLIAMENT HOUSE, AFTERWARDS THE BANK OF IRELAND.

"A virtuoso inquired of Gandon, who was inspecting the building, to what order it belonged. 'A very substantial order,' Gandon laughingly replied, 'the order of the House of Lords.' It was not, however, until 1787 that the Parliament House was completed in the form we know it to-day. . . . The entire cost . . . is estimated . . . at £24,000." The building has, since become the Bank of Ireland.

From "Grattan's Parliament."

THE "SACRED PEACOCK" QUESTION: THE DEVIL - WORSHIPPERS' TEMPLE.

PHOTOGRAPHS BY ATHELSTAN RILEY. HOLDER OF THE COPYRIGHT.



1. WHERE THOSE WHO WORSHIP THE DEVIL AS THE HIGHEST ARCHANGEL OF GOD PURIFY THEMSELVES BEFORE ENTERING THE INNER COURTYARD CONTAINING THE SHRINE OF SHEIKH ADI: THE OUTER COURTYARD OF THE YEZIDIS' TEMPLE.
2. AT THE TEMPLE NAMED AFTER SHEIKH ADI, THE PROPHET OF THE YEZIDIS: SACRED FOUNTAINS OF THE DEVIL-WORSHIPPERS' TEMPLE.

When the Queen was in India for the Durbar, she inspected (as illustrated elsewhere) a chased and damascened steel peacock, described as the idol of the Yezidis of Mesopotamia, who worship Lucifer in the belief that the Devil has regained his place in Heaven as the highest Archangel. Recently this bird was presented to the British Museum by Mr. Schwaiger. Soon after this, Mr. Athelstan Riley, writing to the "Times," and pointing out that he is probably the only European who has seen the Temple of the Devil in its original condition, said: "The bird has nothing whatever to do with the Yezidis, or their Temple. It is a Persian peacock of the usual type—a very familiar ornament to all who know Persia, and

3. WITH THE SERPENT, KEPT BLACK BY CHARCOAL, ON THE RIGHT-HAND SIDE: THE ENTRANCE TO THE CHIEF TEMPLE.
4. WHERE THE DEVIL IS WORSHIPPED AS "KING PEACOCK": THE YEZIDIS' TEMPLE.
5. NOT, ACCORDING TO MR. RILEY, THE FORMER DWELLING-PLACE OF THE BRITISH MUSEUM'S "IMPUDENT BIRD": THE TEMPLE OF SHEIKH ADI.

the figures which decorate the tail are not representations of Sheikh Adi or Malik Tawus, but the ordinary illustrations of Firdusi's "Shahnama," the great epic of the Persian kings. . . . It is a good specimen of Persian work, going back, perhaps, 200 years. . . . The peacock emblem, of which there are said to be seven, and which are 'carried' about the Yezidi country, are rude birds, even more unlike a peacock than our friend of the British Museum." In an issue of February of last year, we gave two pages of illustrations of the temple of the Devil-worshippers, near Mosul. These we are now able to supplement, by the courtesy of Mr. Riley, with the photographs given above.

DIRTY WORK OIL MAY ABOLISH: A WAR-SHIP TAKING "POWER" ABOARD.

DRAWN BY NORMAN WILKINSON, R.I., ABOARD THE "COCHRANE."



ENERGY FOR FIGHTING ON THE HIGH SEAS: "COALING SHIP" DURING THE RECENT NAVAL MANŒUVRES.

It is pointed out from time to time that if oil were to supersede coal on the war-vessel, the taking aboard of "power" by ships at sea would be greatly facilitated, for the fuel would be run into the tanks through pipes from special steamers, and there would be none of the dirty work necessarily associated with the handling of coal. There are, however, objections to the general use of oil, notably its cost, and the fact that we ourselves do not produce it,

which might prove seriously to our disadvantage in time of war. Meantime, to deal with a less momentous side of the question, it may be noted in passing that, during the manœuvres already mentioned, sea-bathing had to be abandoned at Mount Wise, Devonport, owing to the sticky, dark-coloured oil, said to have come from war-ships using oil-fuel before they left the place to carry out their duties, which clung to the bodies of the bathers.

BUCHANAN'S



"BLACK & WHITE"

SCOTCH WHISKY

LADIES' PAGE.

MOST successful was the Royal Garden Party, with the sun's too-ardent beams dimmed for the afternoon, but only a brief and passing shower of rain, not enough to mar enjoyment. Many classes, by no means the limited circle that goes to ordinary Court functions, were included in so large a number of guests, but there was abundant room for everybody on the extensive lawns of the noblest and oldest of our royal residences. It may be recalled that such great garden parties were started by Queen Victoria in the later years of her reign. In the earlier days, the happy days when she was a young wife, she used often and freely to walk on the slopes of Windsor, surrounded by the crowd; and so did King George the Third and his Queen, followed by a train of charming daughters, as Fanny Burney tells. This would be impossible in these days of railway and motor-omnibus conveyance, for too great crowds would gather; but the annual garden party is in some sort a substitute for the bygone free mingling of the Sovereign and his family with the people at large. Representatives of all professions, members of many public bodies, leading inhabitants of sundry towns, a great company of seventeenthousand, most of whom have no other opportunities of meeting the King and Queen, saw their Majesties, and partook of their hospitality in tents.

Dress was very varied, but many of the lady guests had ordered new frocks for the occasion. Attractive gowns in the transparent materials that are so fashionable included many in which rich gold galon, silver lace, and copper and jet passementerie gleamed through the transparency. A charming one was of silver-grey satin, draped all over with grey gauze moiré, and having a wide band across the corsage and another down the front of the skirt of steel and copper embroidery. White satin veiled in pale blue gauze, and that again in black "shadow" lace, with a touch of gold embroideries on the bosom and at the foot in front, was another effective gown that I noticed. A heliotrope chiton covering a royal blue satin, with the latter forming a hem—a flame-red crêpe-de-Chine toned down with a black lace scarf drawn from the left shoulder to the waist, then round the waist and falling on a narrow loose black velvet foundation into a short, pointed train—a rich blue silk gauze patterned with black rings, and having a deep hem and also a collar of cream heavy guipure lace—a lime-green foulard patterned with lightning-streaks in a more vivid green, and draped panier-fashion with water-green Ninon enriched with white lace; innumerable magpie arrangements, white over black, or vice-versa: a countless number of white embroidered muslins and cambrics, kaleidoscopic colour and endless variety in form. Her Majesty wore a pretty cream lace and India muslin dress and looked very kind and interested in her guests.

Amongst the happy crowds enjoying the sun at the seaside and among country fields, there are some who have the extra enjoyment of being her Majesty's guests.



A YACHTING COSTUME.

Blue serge is the useful foundation of the gown, brightened with revers of pale blue and white cambric. The scarf and sash are of black silk.

The Queen allotted the Coronation gift presented to her by the "Maries" of the Empire to the purchase, outfit, and equipment of a House of Rest for Working Girls. An old manor at a Kent watering-place was bought, and has been thoroughly overhauled and then most prettily fitted up, and a happy party of girls is now in residence. There is a delightful garden across which the sea is visible. The old fifteenth-century brickwork, the oak-beamed ceilings, the casement windows, the sundial in the garden, and the combined homeliness and refinement of all the furnishings and fittings, will be a real change and interest to the London girls.

As soon as we were at last vouchsafed the blessing of a little sun, it was not seemly to begin to grumble and utter cries of distress about the heat. After all, anything under 90 degrees in the shade is temperate weather. In fact, in our happy island we rarely have weather either too hot or too cold for comfort, provided we meet it sensibly, and "right here" is where women score. Poor men! They go about sweltering in almost as heavy and heating attire in the height of summer as they use to affront the cold blasts of winter withal. We get out our cool cotton gowns, our diaphanous muslins, our blouses with elbow sleeves and no collars, and we look as agreeably cool to others as we feel comfortably summer-like to ourselves. If the sun is pouring down his blessed revivifying rays a little too strongly for comfort to our eyes or good to our complexions, we put on broad-brimmed, light-weighted straw hats, and smile from beneath their wide, protective shade at the poor boys trying to keep the glare out of their eyes with a couple of inches of hard straw brim, or the even smaller edge of a Panama. As the supposedly half-idiotic William Duke of Gloucester asked when King William the Fourth promised to make enough Peers to pass the first Reform Bill: "Who is Silly Billy now?" In like manner, look at women's dress and at men's on a really hot day, and say which sex is the more sensibly clad now.

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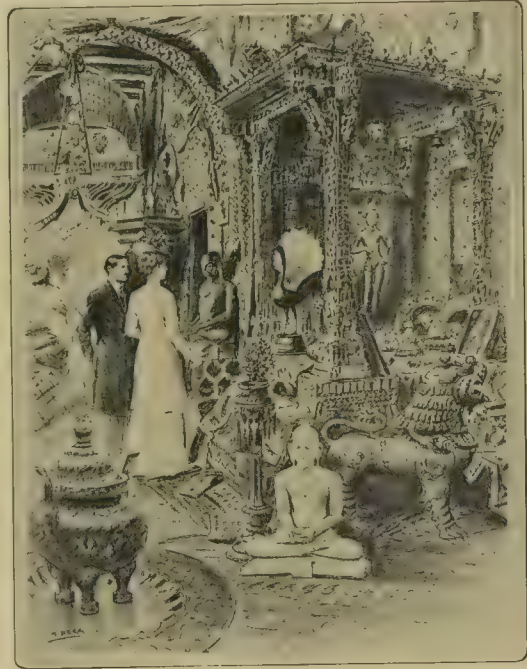
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ART NOTES.

(Continued)

The report that Mr. Edmund Davis had presented a collection of modern pictures to the Louvre was followed by the confident statement that the same collection had been previously rejected by the Louvre. The credit given to that assertion was typical of the general readiness to think ill of the management of our public galleries. Any collection of pictures offered by Mr. Edmund Davis—one of the wisest patrons of modern art—would have been acceptable, but no such collection was offered. A single picture is a different thing. That a single picture was lately rejected by the Trustees is a matter of fact; and it is not inconceivable that its rejection may have discouraged the intending donor of a group of canvases. Nobody, however, will argue that the Trustees should accept a work they would otherwise condemn merely because further gifts might follow its acceptance. Nor did such a case come up for decision. The pictures going to the Louvre were always intended for the Louvre.

The loan collection of paintings and drawings by Whistler at the Tate Gallery includes Mr. Edmund Davis's two most important canvases, already familiar through the constant willingness of their owner to lend them to the public. The same applies to Mr. W. C. Alexander's "Miss Alexander," and Mr. Studd's "Little White Girl"—not shown, if I remember rightly, at the memorial exhibition. This, with its exquisitely characteristic bright colour (characteristic because Whistler is no longer thought of primarily as a painter of mists and nocturnal vapours—one of the old misconceptions), will perhaps be the most popular of a very popular gathering. Whistler is one of the people's painters—a favourite master! And Mr. Aitken's catalogue, exposing once more the critics who did not welcome Whistler at the first, is much appreciated. Not a copy was left on Saturday afternoon, a day or two after the opening of the exhibition.—E. M.



ROYAL INTEREST IN A FALLEN DIVINITY: THE QUEEN AT DELHI ADMIRING THE STEEL PEACOCK WHOSE CLAIMS TO BE THE IDOL OF YEZIDI DEVIL-WORSHIPPERS HAVE BEEN DENIED BY MR. ATHELSTAN RILEY.

The above Drawing, which appeared in our issue of January 13, shows the Queen at the curio collection of Mr. Imre Schwaiger at Delhi, admiring the steel peacock—then believed to be the idol of the Yezidi Devil-worshippers, which Mr. Schwaiger has since presented as such to the British Museum. A photograph of it also appeared in our issue of July 13. Mr. Athelstan Riley has now denied its authenticity. On another page we give photographs of the Yezidi temple, visited by him in 1886.—[DRAWN BY S. BEGG.]



Photo. Revenston.

REMINISCENT OF TURNER'S "FIGHTING Téméraire": THE FAMOUS OLD FRIGATE, H.M.S. "SOUTHAMPTON," TOWED TO HER LAST PORT OF CALL.

The famous old oak frigate, H.M.S. "Southampton," has been sold by the Admiralty to Messrs. Hughes, Bolckow, and Co., of Newcastle and Blyth, to be broken up. The "Southampton" was laid down at Deptford in 1806, the year after Trafalgar. She did good service on the South African Station, and in 1841 saved Natal from the Boers by covering the landing of two regiments of infantry. For some years past she has been stationed at Hull as a training-ship for boys. When broken up, her timbers will be made into furniture and mementos of one of the last of the "wooden walls of old England." The photograph shows her in charge of tugs, entering Blyth Harbour, her last port of call.

We are informed that the firm of Louis Roederer, of Reims, now under the control of his grandson, M. L. Olry Roederer, have been appointed by Royal Warrant purveyors to his Majesty King George V.

Of all men in the public eye, perhaps no one possesses a wider circle of friends, or to a greater extent the whole-hearted respect of the "man in the street" than "Mr. Speaker." It is to be hoped, therefore, that the rumour of Mr. Lowther's approaching retirement is unfounded. Support is given to this hope by the fact that he is selling Lowther Lodge, the fine freehold town residence facing the Park, with delightful private gardens of over two acres, at the corner of Princes Gate and Kensington

Gore, which he inherited from his father a few months ago. Built about thirty-five years ago by Norman Shaw, R.A., in the country-house style, with magnificent entertaining rooms, Lowther Lodge is quite different from the ordinary type of town mansion. Messrs. Hampton and Sons, the agents, are advertising the property for sale by auction on July 30, and there is no doubt that the sale of this unique house will cause a considerable amount of interest.

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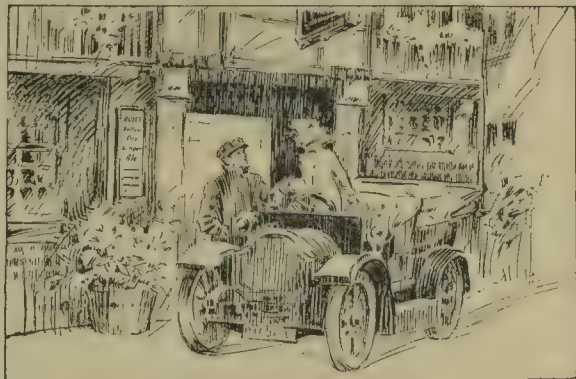
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ÆSTHETICS IN THEORY AND PRACTICE.

Psychological
Æsthetics.

In this volume of very close thought and very intent writing—"Beauty and Ugliness and other Studies in Æsthetics," by Vernon Lee and C. Anstruther-Thomson (John Lane)—Vernon Lee enters upon her inquiry into the causes and conditions of our human ideas of beauty. She traces her difficult way with the aid of her partner and of her own curious record of her physical state in picture-gallery—the pulse, her breathing, the use of her eye-glass. Her whole intention cannot, of course, be stated in a reviewer's few words, but one part of it seems more readily explicable than another: she has attempted to deliver the realm of art from "mere metaphysical and literary dissertation," and to bring it under the laws and circumstances of our actual mental and physical processes of thought and sensation. The contention is a rather subtle one between her and Professor Lipps. Vernon Lee is for Empathy—that is "the attribution of our modes to a non-ego"; and so is the Professor. In fact, he seems to have discovered this subconscious action of ours, exerted when, for example, we say that a column "rises," that a curve, "closes in," whereas in truth, both things are immovable. We "feel in" with the column or the curve. But Professor Lipps seems to give too little importance to "muscular or organic sensations." Vernon Lee asks whether these last are "simple repercussions of the activities which our Empathy has attributed to visible shapes," or whether they are "the indication, the local sign, of processes integrated in the physical substratum of the activities revived in us while thus attributed to the non-ego." This little by-way on controversy is quoted here as an

example of the kind of inquiry to which Vernon Lee has devoted three-hundred-and-sixty solid pages. The stress of reasoning is not invariably favourable to her style—a matter hardly worth mentioning, but that the absence of the necessary sign of the genitive case in such a sentence as the following is a general vice of present writers; and Vernon Lee, being strong enough to set an example, ought to take care that she sets a good one. The sentence runs: "Without Professor Lipps suspecting it, I was already his disciple." The Professor's name should have the sign of the

genitive case. This, of course, is a small point. As a general criticism it may be said that "Beauty and Ugliness" is surely the result of the too anxious thought of a writer who has on other occasions written beautifully.

"Egyptian
Æsthetics."

In giving his new book the title of "Egyptian Æsthetics" (Martin Secker), Mr. René Francis hardly does justice to its width of scope, for it might almost be called a descriptive survey of Egypt from the Delta to Wady Halfa, touching on

many aspects of Egyptian life, both ancient and modern: not only on art and architecture, but on matters of history and biography, politics and religion. In criticising the author's previous work, a translation of Flaubert's "La Tentation de S. Antoine," a reviewer remarked that "we should be glad to see more of his prose." Here, then, is the opportunity, and the critic's expectations will doubtless be fulfilled, for Mr. Francis writes very good prose—clear, scholarly, and picturesque. Moreover—and this is more important—his matter as well as his manner is interesting. His outlook is broad and sane, and his picture of Egypt is much more than mere word-painting or æsthetic rhapsody. He can see the ugliness of much in the life of modern Egypt, while the more fully appreciating the glories of the past. On such questions as the influence of the physical character of Egypt on the art of its inhabitants, and the relation of Islam to art, or on political matters of modern import, such as the British occupation, engineering developments, and temple restoration, his criticism is illuminating and his suggestions are marked by common-sense. The book has only a frontispiece, a photograph of the head of Amenemhat III., but it would have lent itself admirably to fuller illustration.



THE FIRST VISIT TO IRELAND OF A BRITISH PRIME MINISTER IN OFFICE: MR. ASQUITH IN A GROUP TAKEN AT THE CHIEF SECRETARY'S LODGE IN DUBLIN.

Mr. Asquith's recent visit to Ireland, during which he delivered a memorable speech on Home Rule at the Theatre Royal, Dublin, on July 19, was remarkable as being the first paid by a British Prime Minister to Ireland during his tenure of office. The above photograph was taken at noon on July 19 at Mr. Birrell's official residence, the Chief Secretary's Lodge. Reading from left to right, the figures are, sitting in the front row—Lady Rachel Verney, Mr. Asquith, Mrs. Asquith, Mr. Birrell, and Miss Violet Asquith; standing—Sir H. Verney, M.P., Mr. C. Asquith, the Master of Elibank, M.P., Miss Elizabeth Asquith, Mr. A. Asquith, and Mr. Bonham-Carter.

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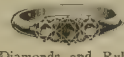
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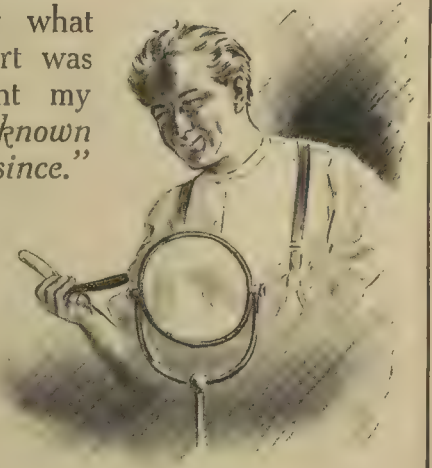
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WILLS AND BEQUESTS.

THE will and codicils of CAPTAIN WILLIAM BEALEY HARRISON, of Aldershaw, Lichfield, who died on March 23, are proved, the value of the estate amounting to £200,820. His wife being already provided for, he gives to her £500, and £2000 for the purchase of furniture, etc.; £2000 a year to his daughter Gertrude Mary Harrison for life, and on her decease £50,000 in trust for her issue; to Nellie Louisa Lawrence an annuity of £250, and on her decease £200 a year to her sister Emily Maud; and to each of the executors £250. Subject to the life interest of his wife, he appoints 200 Ordinary shares in the Cannock and Rugely Colliery Company to his son, and 1000 Preference shares to his daughter. All other the estate and effects he leaves to his son William Edward Harrison.

The will (dated Sept. 18, 1911) of Mr. CHARLES BRINSLEY MARLAY, of Belvedere House, Mullingar, and St. Katherine's Lodge, Regent's Park, N.W., is proved by the Duke of Rutland, Gustavus Rochford Hyde, Frederick Marlay Bathurst, and John Martin Ross Todd, the value of the estate being £500,000, so far as can at present be

to the executors; £500 to R. Warwick Bond; legacies to servants; and the residue to his next of kin in the same manner as though he had died intestate.

The will and codicil of Mrs. JANE HANNAH BACKHOUSE PYM, widow of Mr. Horatio Noble Pym, of Foxwold Chase, Brasted, Kent, are proved, and the value of the property sworn at £56,115. The testatrix gives £10,000 to her stepson Charles Evelyn Pym; £500 to her brother; £500 each to her nieces, Lilian Isabel Trench and Margaret Gurney Fox; £250 each to the Hospital for Children with Hip Disease, Sevenoaks, and the Society for the Prevention of Cruelty to Children; £250 each to her nephews, and a few other legacies. She appoints £3500 to her daughter Yolande Nina Sylvia Noble Hall; and the residue between her said daughter and stepson.

The will (dated Jan. 24, 1912) of Mr. CALEB BRUCE

and Muller's Orphanage. As to the residue, 24 1-4 parts go to his son Brian Spearing, 21 1-4 to his daughter Edith Joyce, 20 1-4 to his son Geoffrey Bruce, 18 1-8 to his daughter Barbara Bruce, and 16 1-8 to his son Roger Humphrey.

The will and three codicils of Mr. JOHN HENRY LOCKE, of 63, Eaton Place, S.W., who died on May 28, are proved by Alfred Brisco and William Francis Marwood, the value of the estate being £143,757. The testator gives £200 each to the executors; £500 to Mrs. Hamilton; the



MOVING AMONG THEIR SEVEN THOUSAND GUESTS, THE KING AND QUEEN AND PRINCESS MARY AT THE GARDEN PARTY AT WINDSOR.

ascertained. He gives his collection of pictures, prints, statues, works of art, china and jewels, his residence St. Katherine's Lodge, and £80,000 to the Fitzwilliam Museum, Cambridge; £8000 to the Representative Body of the Church of Ireland, and £2000 for the endowment of the parish of Moylisca; £5000 to the Benevolent Society of St. Patrick; his lands and premises in West Meath to Charles K. H. Bury; his lands and premises in Lough and Cavan to Frederick M. Bathurst; £500 each

household effects, and £4000 a year to his wife; £1000 to Alfred Rose; £3000 to Sybil Stanes; and legacies to executors and persons in his employ. Should the net value of his property be £300,000, then he bequeaths £5000 to Miss Mabel L. Tribe for the relief and benefit of poor children of Bristol; £2500 to the Bristol Royal Infirmary; £1000 to the Society for the Prevention of Cruelty to Children; and £500 each to the Society for the Prevention of Cruelty to Animals, Dr. Barnardo's Homes,

portrait of his father to the Skinners' Company; £300 per annum to his aunts, Sophia and Elizabeth Cobbe; £100 per annum to Elizabeth Laura Ensor; and legacies to servants. His freehold premises, 88, Leadenhall Street, and 211, Strand, and one-half of the residue he leaves to his uncle Colonel Charles Augustus Cobbe, and other property and £1740, and the other half of the residue to the children of his deceased uncle General Augustus Hugh Cobbe.

The following important wills have been proved—

Mr. Thomas Marples, Kenwood Park Road, Sheffield	£87,649
Miss Eleanor Vause Walker, The Lodge, Westbourne Road, Scarborough	£61,359
Mr. Lionel Bean, Danson Park, Welling, Kent	£45,802
Mr. George Griffin Griffin, Newton Court, Dixton, Monmouthshire	£27,168



Photo. Sport and General.

OF THOSE BROUGHT TO WINDSOR BY ELEVEN SPECIAL TRAINS; GUESTS AT THE ROYAL GARDEN PARTY—A GENERAL VIEW.

Ten thousand invitations were issued for the Garden Party given by their Majesties in the grounds of Windsor Castle on July 18, and about seven thousand guests were able to obey the royal "command" to be present. Eleven special trains from Paddington brought down to Windsor a most brilliant assemblage of people distinguished in all walks of life. Soon after four o'clock the King and Queen and Princess Mary, with the rest of the royal party, walked from the Castle through the throng of guests on the lawn in front of the terrace, to the royal canopy, where presentations were made. During the afternoon the Army airship circled the Castle. In the left-hand photograph the King is seen near the centre, wearing a tall hat; the Queen (in white) is a little to the right, and further to the right again, is Princess Mary (also in white).

COLE, of Claremount, Westbury-on-Trym, and Greenbank, Bristol, who died on June 6, is proved, the value of the property amounting to £259,937. He gives £6000, the

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After Paste, Powders, Depilatories, Electricity, and various advertised preparations had failed.

A simple, easy method which any Lady can use at Home, and quickly rid herself for ever of this humiliating affliction.

By KATHRYN B. FIRMIN.

I was deeply humiliated by superfluous hair, which seemed to steadily increase, and become more hideous as I grew older, and I cannot find words to tell you how good I felt, and what a terrible load was lifted off my mind when I finally realised that the unsightly growth had disappeared for ever. Before achieving this happy result I had tried many advertised remedies, but found to my sorrow that if they removed the hair at all it was for a short time only, and the hairs soon reappeared—stronger and thicker than ever. Even the electric needle was tried upon my skin, and I endured a great deal of pain from its use, but simply met with disappointment. I had spent so much time and money on these various methods that I was in despair, and

hair returned. I realised that I had truly made a most marvellous discovery. The wonderful transformation in my appearance caused comment among my friends, and they thought that a veritable miracle had been wrought. When I divulged to them the secret I had discovered they tried the same method on their own skins, with equally effective and permanent results. They told me in guarding this secret I was withholding a great boon from womankind, and urged that I should tell others, so that all afflicted women might benefit by my discovery. One of the most eminent chemists of Paris examined the treatment, and gave it the highest endorsement. A prominent society lady who used this method some time ago now says:—"Your



"A horrible hairy mask ruined my face. For years I was humiliated and ashamed, with a beard like a man."

"Now my superfluous hair has completely disappeared, and my face is soft, fair, and smooth. You can accomplish the same permanent results without trouble or inconvenience of any kind."

almost ready to give up, thinking that I must suffer for ever from this terrible affliction. It was then that I chanced to learn of a device by which the women of ancient Rome had completely rid themselves of superfluous hair. With this idea in mind I began a series of careful experiments in an effort to wrest this hidden secret from the past. At last my efforts were crowned with success, for I discovered a method entirely different from anything I had ever seen. I used it on my own skin, and it quickly removed all my superfluous hair without the slightest vestige of pain or discomfort. I was delighted, but feared that some sign of the hair might return. After a few weeks had passed I noticed that my skin still remained clear, soft and white, and, as the months slipped by and not the slightest trace of the hated superfluous

treatment is marvellous, because it is permanent. My skin has remained smooth and white, without a shade of superfluous hair." I have never known this remarkable process to fail, but you can judge for yourself of its seemingly miraculous power. I am so grateful for my own delivery from the curse of superfluous hair that I feel that I should give full particulars regarding the discovery to all sisters who need it. Merely enclose two penny stamps for reply, and I will send you particulars by return of post. I will positively guarantee that any lady can permanently and painlessly remove her superfluous hair, and that she can easily use this process in the privacy of her own home without the knowledge of anyone. Address: KATHRYN B. FIRMIN (Dept. 1209 H), 133, Oxford Street, London, W.

NOTE.—The discovery of Mme. Firmin is unquestionably a marvellous blessing to all women suffering from this humiliating affliction, and we strongly advise readers to write at once for full information regarding her secret. Don't use this treatment near the scalp, eyebrows, or where you do not wish the hair permanently removed.

FREE COUPON.

Issued to readers of "The Illustrated London News," by Kathryn B. Firmin.

Cut out this Coupon to-day, and send with your name and address (or write and mention No. 1209 H), enclosing two penny stamps for postage, to Kathryn B. Firmin (Dept. 1209 H), 133, Oxford Street, London, W., for free information regarding her marvellous discovery for permanently and painlessly removing superfluous hair.

NAME.....
ADDRESS.....

Mellin's Food

laid the foundation of a sound constitution

3 years and 5 months old and has never had a day's illness.

So writes Mr. Golden, Albion House, Cinque Ports St., Rye, Kent, concerning Master Golden, whose portrait is shown below.

There are no brighter-eyed or happier children than those reared on Mellin's Food. Mellin's contains the right kind of nourishment in proper proportions, and is readily adapted for perfect assimilation from birth.

As in the case of Master Golden, Mellin's has laid the foundation of health, virility and strength for tens of thousands of babies. Start Mellin's now.

A sample bottle of Mellin's Food, sufficient to prove its value, will be forwarded to all sending two penny stamps to cover postage. Also an invaluable 99-page Handbook for mothers, for two additional penny stamps. Mention paper and address: Sample Department,



MELLIN'S FOOD LTD., PECKHAM, LONDON, S.E.

AUGUST BANK HOLIDAY.

To
Berk. BIRMINGHAM and
the MIDLANDS, Bucks,
CHANNEL ISLANDS,
Cheshire, CORNWALL,
DEVON, Dorset, Gloucester,
Hants, Hereford,
8c., 8c.

TRAVEL BY THE
G.W.R.
THE HOLIDAY LINE.

To
IRELAND, Isle of Man,
Mammoth, OXFORD,
RADNOR, Shropshire,
SOMERSET, WALES
(North, South and Central),
Warwick, Wills, Worcester.
8c., 8c.

WEEK-END TICKETS available from Friday and Saturday to Monday or Tuesday will be extended at August Bank Holiday, and passengers holding these tickets will be allowed to return on Wednesday, August 7.
SATURDAY TO MONDAY TICKETS will also be extended at August Bank Holiday, to give a return on Tuesday, August 6.
Pamphlets giving full details of Weekly Excursions, August Bank Holiday Trips, Tourist and Week-End Tickets, &c., obtainable free at G.W.R. Stations and Offices, or from Tourist Development, 45, Haymarket; or send postcard to Enquiry Office, Paddington Station. Phone—4901 Paddington.
FRANK POTTER, General Manager.

LLOYD'S IN TUBES,
1s. 6d. & 3s. each.
THE ORIGINAL EUXESIS
FOR EASY SHAVING.
WITHOUT THE USE OF SOAP, WATER, OR BRUSH.
The Label of the ORIGINAL and GENUINE Euxesis is printed with Black Ink ONLY on a Yellow Ground, and bears this TRADE MARK—
R. HOVENDEN and SONS, Ltd., the Proprietors, bought the business, with the receipt, trade mark, and goodwill from the Executors of the late A. S. Lloyd. The genuine is now manufactured ONLY at their Factory.
From all Chemists, Hairdressers, &c.
Wholesale only: R. HOVENDEN and SONS, Ltd.,
Barnes Street, W., and City Road, E.C.

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High Power
Small Size
Stereoscopic Effect
Great Brilliance
MOST PERFECT OF FIELD GLASSES
Booklet No. 16 from
C. P. GOERZ OPTICAL WORKS, Ltd.,
1-6, Holborn Circus, London, E.C.
BINOCULARS

PURGEN

Mend the broken link

Many a link in the chain of health is broken by disease brought on by Constipation. Guard yourself against disease and ensure good health by taking PURGEN regularly!

Of leading Chemists and Stores, price 1/1½ per box, or sample and booklet free from
H. & T. KIRBY & CO., Ltd., 14, Newman St., Oxford St., W.

AUGUST HOLIDAY RAILWAY ARRANGEMENTS.

THE arrangements of the London Brighton and South Coast Railway Company, including the running of special trains during the Sussex fortnight for Goodwood, Brighton and Lewes Races, commencing July 30, are now being announced as completed; and it will be found the fares by the race trains to Singleton, Drayton and Chichester are very moderate. Special trains will leave Victoria 8.20 a.m. (except Aug. 2) and 8.30 a.m. (3rd class) and London Bridge 8.50 a.m. and 9 a.m. (except Aug. 2) (3rd class) for Singleton, and to Drayton and Chichester (1st and 3rd class) from Victoria 8.55 a.m., on all four days of the races. The "Pullman Limited" fast train, so much appreciated in previous years, will run on each day of the races from Victoria to Drayton and Chichester at 9.55 a.m. The Brighton Company also give notice that their West End office, 28, Regent Street, Piccadilly, will remain open until 10 p.m. from July 29 to Aug. 1.

The Great Northern Railway Company's August Holiday Excursion Programme is a very comprehensive one, covering the coast resorts of Lincolnshire, Norfolk and Yorkshire, the inland watering places of Woodhall Spa and Harrogate, and Scotland. On Friday, Aug. 2, excursions for all periods up to seventeen days will be run to Edinburgh, Aberdeen, Glasgow, Fort William, Inverness, and numerous other places in Scotland; on Saturday, the 3rd, a daylight corridor excursion for eight or sixteen days will leave King's Cross at 12 noon for Edinburgh and Glasgow only. The ever-popular non-stop excursions to Skegness will be run on Sunday, Bank Holiday, Tuesday and Thursday, Aug. 4, 5, 6 and 8, while numerous other excursions for various periods are being run on Sunday, Aug. 4, and Bank Holiday. Programmes giving full particulars can be obtained, gratis, at any of the Company's stations or offices, or of the Superintendent of the Line, 1, York Road, London, N.

For the August Holiday the London and South-Western Railway Company announce that, in addition to the usual excursions from London (Waterloo) to Devon and Cornwall, and the many seaside resorts in the South, including Bournemouth, Swanage, the Isle of Wight, etc., there will be special cheap trips on Sunday, Aug. 4 (morning and midnight) to Exeter, Plymouth, Ilfracombe, etc., returning Monday night. Besides the usual cross-Channel excursions by new turbine steamers, via Southampton and Havre, every weekday, and on certain days to other places in Normandy and Brittany, special fourteen-day tickets will be issued from Waterloo, etc., to Paris, on Aug. 1, 2, 3, and 5, and to Guernsey and Jersey, via Southampton, by special daylight service on Saturday, Aug. 3. Holiday pamphlets, giving full particulars, can be obtained at the

Company's stations and offices, or from Mr. Henry Holmes, Superintendent of the Line, Waterloo Station, S.E.

More English visitors than ever seem to be spending their holidays on the Continent this year, and the traffic on the Dover-Ostend route is again a record. For the first half of this year the passengers carried by this route amounted to 62,062, or 4885 more than during the same period in 1911. There is no doubt that the fine turbine steam-ship service of the Belgian State Railway, which has made the sea passage from Dover to Ostend such a short and pleasant one, has considerably increased the popularity of this route amongst Continental travellers.

The Great Western Railway have made ample excursion arrangements for persons taking a short or long holiday this Bank Holiday. Full particulars are contained in the August Bank Holiday Programme, examination of which will prove that this enterprising Company are well to the fore in providing facilities calculated to suit all classes. The following are some of the excursions announced to run from Paddington Station during the holiday:—On Friday, Aug. 2, to Cheltenham, Oxford, Stratford-on-Avon, Dudley, Kidderminster, Evesham, Malvern, Worcester, etc.; on Saturday night, Aug. 3, to Stroud Valley, Gloucester, Cheltenham, Ross, Hereford, Bath, Bristol, etc.; on Sunday, Aug. 4, day trips to Bath, Bristol, Clevedon and Weston-super-Mare. Full particulars of these excursions, together with those of many special and the Season Summer excursions, may be had from G.W.R. stations or offices, or by sending a postcard to the Enquiry Office, Paddington Station. (Phone: 1901 Paddington.)

The Continental arrangements of the South-Eastern and Chatham Railway for the August Bank Holiday include special excursion tickets to Paris, via Folkestone and Boulogne, by the services leaving Charing Cross at 10 a.m. and 2.10 p.m. on Aug. 1, 2, 4 and 5, and at 10 a.m. and 2.50 p.m. on Saturday, Aug. 3. They will also be issued by the Night Mail service leaving Charing Cross at 9 p.m. each evening, from Aug. 1 to 5, inclusive, via Dover and Calais. Returning from Paris at 8.25 a.m. or 3.5 p.m., via Boulogne, or at 9.20 p.m., via Calais, any day within fifteen days. Cheap tickets to Brussels by the Calais, Boulogne, and Ostend routes will be issued from July 31 to Aug. 5, inclusive, available for fourteen days. The home arrangements include week-end tickets, available by any express or ordinary train (mail and boat express excepted), to numerous resorts on the line. Full particulars of the excursions, extension of time for certain return tickets, alterations in train services, etc., are given in the Special Holiday programme and bills.

Return tickets at reduced fares available for fourteen days will be issued by the Great Eastern Railway Company

to Brussels, via Harwich and Antwerp. Passengers leaving London in the evening reach Brussels next morning after a comfortable night's rest on board the steamer. For visiting Holland special facilities are offered by the British Royal Mail Harwich-Hook of Holland route. From the Hook of Holland through carriages and restaurant-cars are run to the Hague and Amsterdam, in the North and South German express trains to Cologne, Bâle, Hamburg, Halle (for the Hartz Mountains), Dresden, and Berlin. The Danish Royal Mail steamers of the Forenede Line of Copenhagen will leave Harwich for Esbjerg on Friday, Aug. 2, and Saturday, Aug. 3. The General Steam Navigation Company's steamers will leave Harwich for Hamburg on Wednesday, July 31, and Saturday, Aug. 3. The Swedish Royal Mail steamer will leave Harwich for Gothenburg on Saturday, Aug. 3.

The numerous resorts situated on the East Coast offer a wide selection for the August holidays. In addition to the recuperative power and the bracing breezes, there are many attractions for all, amongst the principal being golfing, boating, and angling. Week-end tickets to inland stations, which are ordinarily issued only from Saturday to Monday, will, in connection with this holiday, be available to return on the Tuesday, and the availability of the Friday-to-Tuesday tickets to the seaside will be extended to Wednesday. Programmes, full information and tickets can be obtained at any of the Company's various City, West End and other London offices: any enquiry will be answered, and illustrated and descriptive guides and programmes sent gratuitously upon application to the Superintendent of the Line, Liverpool Street Station, London, E.C.

The Midland programme of Bank Holiday excursions is enclosed in an attractive cover, "Midland red," with autumn design, representing poppies and corn. It gives holiday-makers a choice of upwards of 500 places, and may be obtained free on application to the Midland Railway, St. Pancras, or at the City booking-offices of the Company, and the offices of Messrs. T. Cook and Son. The bookings are from St. Pancras Station, but facilities are also given from suburban stations, including Woolwich and Greenwich, to the Midland Counties, Peak of Derbyshire, Yorkshire, Lancashire, Lake District, North of England, Scotland, Ireland, and the Isle of Man; and the tickets are available for varying periods up to seventeen days. Among the special attractions will be a daylight excursion to Edinburgh and Glasgow on Saturday, Aug. 3, for eight or sixteen days, the train being composed of corridor-carriages with restaurant-cars. This excursion will run every Saturday until Aug. 31; also a half-day non-stop corridor express excursion to Matlock, Rowsley and Bakewell, on Monday, Aug. 5.

SOUTH EASTERN & CHATHAM RAILWAY.

AUGUST BANK HOLIDAY

CHEAP TICKETS to the CONTINENT will be issued from certain London Stations.

Destination.	Days	Return Fares
PARIS	Valid 1 Cl. 2 Cl. 3 Cl.	15 58/4 37/6 30/-
BRUSSELS (via Calais)	11 55/1 36/6 24/-	
Do. (via Ostend)	14 45/8 29/10 19/6	
BOULOGNE	3 22/6 — 14/-	
Do.	8 30/- 25/- 17/10	
AMSTERDAM	8 37/1 25/6 —	
THE HAGUE	8 32/10 22/5 —	
CALAIS	3 24/- — 15/3	
Do.	8 31/6 26/3 10/6	
OSTEND	8 29/1 20/8 15/8	
LE TOUQUET	5 34/9 28/7 20/5	
STE. CECILE	5 32/10 27/0 19/2	

WEEK-END TICKETS to HOLIDAY RESORTS.

as below, available by any Express or ordinary train (Mail and Boat Expresses excepted), will be issued from London and certain Suburban Stations on August 2nd, 3rd, and 4th, available for return on August 4th, 5th, 6th or 7th.

Return Fares	Return Fares
1 Cl. 2 Cl. 3 Cl.	1 Cl. 2 Cl. 3 Cl.
Bexhill 14/- 10/6 8/-	Martin Mill 18/6 12/6 9/-
Birchington 15/- 11/- 8/-	Ramsgate 15/- 11/- 8/-
Broadstairs 15/- 11/- 8/-	Rye 16/- 12/- 9/-
Canterbury 14/- 10/6 8/-	St. Leonards 14/- 10/6 8/-
Deal 18/6 12/6 9/-	Sandgate 17/6 12/6 9/-
Dover 17/6 12/6 9/-	Sandwich 18/6 12/6 9/-
Folkestone 17/6 12/6 9/-	Tunbridge Wells 8/6 5/6 4/6
Hastings 14/- 10/6 8/-	Walmers 18/6 12/6 9/-
Herne Bay 14/- 10/6 8/-	Westgate 15/- 11/- 8/-
Hythe 17/6 12/6 9/-	Whitstable 14/- 10/6 8/-
Intlestone 16/- 12/- 9/-	Town
Margate 15/- 11/- 8/-	

CHEAP DAY EXCURSIONS from LONDON on BANK HOLIDAY to certain Seaside and Country Stations; also HALF-DAY EXCURSION on SUNDAY AUGUST 4th, to WHITSTABLE and HERNE BAY.

CRYSTAL PALACE (HIGH LEVEL) on BANK HOLIDAY.

Cheap Return Tickets, 1st and 3rd class including admission, will be issued from London by Special and Ordinary Trains.

For details of Continental Excursions, apply to the Continental Traffic Manager, and for particulars of Week-end Tickets, Alterations in Train Services, &c., to the Superintendent of the Line (S.E. & C. Ry.), London Bridge Station.

FRANCIS H. DENT, General Manager.

4 CYLINDERS.
10, 14, 16, 20, 25 H.P.
TWO SEATER. OPEN TOURING
ORLANDO TYPE BOMBS,
WITH EVERY ACCESSORY
READY FOR THE ROAD

Opel
CARS

5-6 HALKIN ST. HYDE PARK CORNER, S.W.

MIDLAND.
COOK'S
BANK HOLIDAY EXCURSIONS
FROM ST. PANCRAS.

TO UPWARDS OF 500 PLACES.

Aug. 1	Belfast and North of Ireland	16 days
" 2	Dublin, South and West of Ireland	7 or 17 days
" 2	All Parts of Scotland	3, 5, or 8 days
" 2	The Provinces, North of England, &c.	4, 9, 11, 16, or 18 days
" 2	Blackpool, Lytham, St. Anne's, Fleetwood	2 to 8 days
" 2 & 3 (nights)	Leicester, Nottingham, Lanes, and York towns	
" 3	EDINBURGH and GLASGOW (Daylight Excursion Corridor Restaurant-Car Express)	8 or 16 days
" 3	Peak of Derbyshire, Isle of Man, Yorkshire Spas; English Lakes, Ilkley, Liverpool, Southport, &c.	3, 8, 10, 15 or 17 days
" 5	Matlock, Rowsley, Bakewell, (Restaurant-Car) (Connecting drive to Haddon Hall, and Chatsworth.)	
" 5	Birmingham Kettering	1 day
" 5	Leicester & Loughboro'	1 day, &c.
" 5	Nottingham, Sheffield, etc.	1 to 3 days
" 5	Bromford Bridge (Birmingham Races)	1 to 3 days
" 5 & 6	St. Albans	1 day
" 5 & 6	Harpden, Luton, Bedford	1 day
		Day & 1/2 day

WEEK-END TICKETS

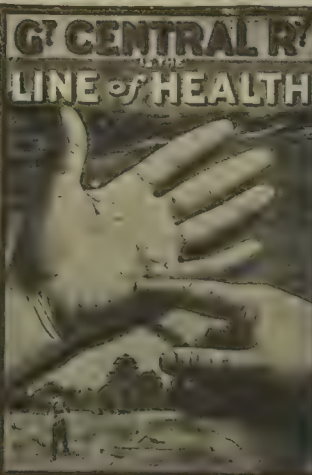
Issued Friday and Saturday, available for returning on following Sunday, Monday, or Tuesday.

PROGRAMMES NOW READY.

Apply to the MIDLAND RAILWAY CO., ST. PANCRAS, or any MIDLAND TICKET OFFICE, or office of THOS. COOK & SON, Derby. W. GUY GRANET, General Manager.

SATURDAY TO MONDAY TICKETS

available to return following Sunday (after 6.0 a.m.), Monday, or Tuesday.



Unrivalled Selection of
COAST & COUNTRY HEALTH RESORTS.
Express Excursions
EVERY SATURDAY
To the MIDLANDS, YORKSHIRE, LANCASHIRE,
N.E. Scarborough, Cleethorpes,
AND Bridlington, Filey,
N.W. Southport, Blackpool,
Coasts Lytham, Isle of Man.
Chiltern Hills & FREQUENT
Shakespeare's DAY & HALF-DAY
Country. TRIPS
From LONDON
MARYLEBONE.
A.B.C. Programme of Tourist and Excursion Facilities for week-end and longer periods can be obtained FREE at Marylebone Station, G.C.R. Town Offices, Dean and Dawson, 82, Strand, and London Branch Offices, or by post from Publicity Dept., 206, Marylebone Road, N.W.
SAM FAY, General Manager.

August Holiday
EXCURSIONS

Also Every Week from London (Waterloo, Etc.) for varying periods to

DEVON, CORNWALL,
—THE SUNNY SOUTH, Etc.—

including

North Devon from 29/- E. Devon Coast from 14/6
North Cornwall .. 22/- Dorset Coast .. 11/-
Dartmoor .. 13/- Isle of Wight .. 9/6
Bournemouth, Boscombe, &c., 11/-
New Forest from 9/-
Portsmouth, Southsea, Lee-on-Solent, &c., 8/-

LONG DAY IN DEVON.
Day Trip to Exeter, 10/6, Barnstaple, 11/9,
Ilfracombe, Tavistock, Plymouth, &c., 12/9,
From Waterloo, Sunday, August 5th,
12.30 midnight (Bank Holiday morning)

RAIL & SEA TRIPS

via Southampton, to Havre (25/6); Trouville (27/-);
Caen (29/-); Etretat (31/-); Rouen (32/6), available by
NEW TURBINE STEAMERS.

Also to Cherbourg (24/6); Guernsey, Jersey (23/-);
ST. MALO, for BRITANY (25/6).

To Paris (Aug. 1, 2, 3, & 5), 1st 39 3, 2nd 30 3, 3rd 26/-

Programmes and Free Illustrated Guides at the
Company's Stations and Offices, or from
Mr. Henry Holmes, Supt. of the Line,
Waterloo Station, S.E.

H. A. WALKER, General Manager.



SPECIAL SERVICE FROM ST. PANCRAS
ONLY, IN JULY, AUGUST & SEPTEMBER

STOPPING AT NO STATIONS
BETWEEN LONDON & THE BORDER

SMOOTH, QUICK TRAVEL, WITHOUT
EXCESSIVE SPEED OR TIRESOME
INTERRUPTION ON THE JOURNEY.

G.E.R.

WHERE YOU SHOULD GO FOR HOLIDAYS

A LIST TO CHOOSE FROM

Hunstanton
Cromer
West Runton
Sheringham
Overstrand
Trimingham
Mundesley-on-Sea
Clacton-on-Sea
Frinton-on-Sea

Yarmouth
Gorleston
Lowestoft
Southwold
Aldeburgh
Felixstowe
Harwich
Dovercourt
Walton-on-Naze

Southend-on-Sea

Fast Trains.

Cheap Tickets.

Magnificent Golf Links. Extensive Sands and Promenades.
Safe Bathing. Charming Country for Cycling, Driving and Walking.

NORFOLK BROADS for Yachting & Angling.

Descriptive and Illustrated Pamphlets and Bank Holiday Programmes,
containing full particulars of cheap tickets, &c., can be obtained gratis upon
application to the Superintendent of the Line, Liverpool Street Station, E.C.,
or of any of the Company's Stations or London Offices.

World-famous
International
RACES.

TENNIS

Riding — Shooting

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AUTO
EXCURSIONS

BADEN - BADEN

Queen of the Black Forest - Most Fashionable Health Resort in Germany.
Golf Links: August 20th and 21st. Open Championship of Germany. Prizes £500, or 10,000 Marks.
Frequented by the best English and French Society.

Thermal Springs 145° Fahr. World-
renowned cure for Gout, Rheumatism,
Catarrh of the Respiratory Organs.

Unrivalled Bathing Establishments.
Drinking Cure, New Inhalatorium unique in
Europe. Grape & Milk Cure, Finest Pine Forests

Illustrated Booklets and all Information Free on Application to the MUNICIPAL ENQUIRY OFFICE, BADEN-BADEN.

Or to the London Office—23, OLD JEWRY, E.C.

**Zeppelin
Airship
Station**

with regular Passenger
Trips.

**RADIUM
Emanatorium
for
Radium Cures**

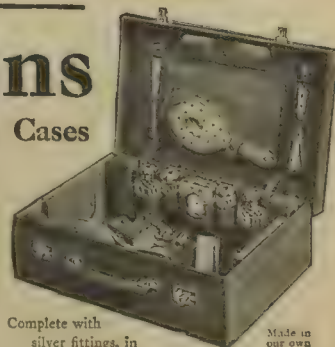
Miss PHYLIS DARE says—
"Its soft dreamy character lends it a very distinctive charm."
Of all high-class chemists, 4/6, 8/6 and 20/- per bottle.
Toilet Powder 2/6, Toilet Soap 1/6, Sachets 1/6, Per-
fumed water-softening crystals for the bath 2/6, 7/6 & 12/-.

**Atkinson's
Poinsetta
Perfume**

24, Old Bond St., London, W.

Finnigans Light Weight Dressing Cases

Beautifully finished in polished
morocco. Strongly made and yet
so light that you can easily carry
one yourself and keep your
jewellery and valuables always
under your own control. Fitted
with exquisitely designed articles
of the highest craftsmanship, or
can be adapted to take your own
fittings.



Complete with
silver fittings, in
mackintosh cover £37 10 0

Made in
our own
Works.

If you can conveniently call at 18 New Bond Street,
London, W., we should be pleased to show you many dif-
ferent designs; if not, a postcard will bring you fuller
particulars. Please ask for Pamphlet No. 802.

Finnigans, Ltd., 18 New Bond St., LONDON, W.

LIVERPOOL

MANCHESTER

"PILGRIM LIFE IN THE MIDDLE AGES."

NO better introduction to a reading of "The Canterbury Tales," with a view to sensing the general atmosphere of the days of pilgrimage, could well be imagined than Mr. Sidney Heath's fascinating study of "Pilgrim Life in the Middle Ages" (Fisher Unwin): not that the book has any such restricted purpose, for, as its title indicates, it ranges over a much wider field, and treats of the subject of pilgrimage in various parts of mediæval Europe. It is, however, largely concerned with English pilgrims and their itineraries, and it may be said to have a special association with them, since, as mentioned in a prefatory note on maps, "the only road taken by the pilgrims of old that remains practically in its entirety is that which runs along the shoulder of the downs from the daughter city of Winchester to the mother one of Canterbury." The ideal way to traverse this road, in many places now only rough track or footpath, is on foot, and a delightful walking tour might thus be spent by anyone interested in the subject. Mr. Heath writes pleasantly and informally, and with a spice of humour, on many aspects of pilgrim life, and its influence on trade and international relations. Among other things to which chapters are devoted are relics and shrines, hermits, flagellants and dancers, and pilgrim inns. There are a number of illustrations, some from sketches by the author, others from old prints and manuscripts. It would be interesting to know the authorship of the fine lines in "Locksley Hall" metre quoted as by "Anon" at the end of the first chapter.



MORE ACCEPTABLE THAN WAS PORTIA'S TO THE PRINCE OF MOROCCO: A GOLD CASNET CONTAINING THE FREEDOM OF ABERYSTWITTH.

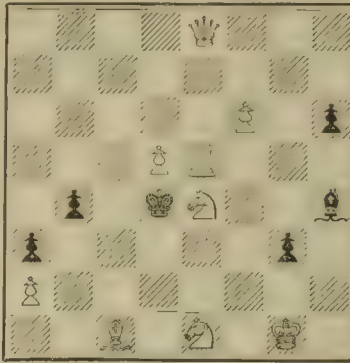
In the Town Hall, Aberystwith, the freedom of the borough was recently presented, on scrolls contained in gold caskets, to Lord Rendel, President of the University College of Wales, Sir John Williams, Bt., the well-known physician, and Mr. David Davies, M.P. The caskets had the seal of the borough enamelled in the centre, with a chased teak on either side, and on the top the arms of the recipient. The three caskets were designed and made by the Goldsmiths and Silversmiths Co., of 112, Regent Street, W.

CHESS.

A M. SPARKE (Lincoln).—Problem to hand, with thanks. If we find it correct, we trust to avoid the misfortune of your last appearance. Your No. 3554 met with much praise.
E G B BARTOW (Bournemouth).—The revised version of your problem shall have attention.
G UNDERWOOD (Cheltenham).—The position is a veritable "chess chestnut," and dates back to the middle of last century.
W H TAYLOR (Westcliff-on-Sea).—Amended diagram to hand. A report shortly.
G BARKER (Rotterdam).—Much obliged.
E R KING.—Such a position is not a problem.

PROBLEM No. 3558.—By F. R. GITTINS.

BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3558.—By W. FINLAYSON.

WHITE: 1. R to K 8th. BLACK: K to Q 3rd.
2. Kt to R 6th. K moves.
3. Mate accordingly.

If Black play 1. K to Kt 8th, 2. R to Kt 8th (ch).

NOTE.—We are informed this problem has enjoyed a prior publication elsewhere. We think some explanation is due from the composer.

CORRECT SOLUTIONS OF PROBLEM No. 3548 received from C Gregg (Chadrate, India) and Laurent Changuion (Vredenburg, C.C.); of No. 3550 from C A M (Penang) and W B Shaw (Plumstead, South Africa); of No. 3552 from Henry A Sells (Denver, U.S.A.) and H H Cleveland (New York); of No. 3553 from Mrs. Alice Stewart (Oban) and C Field junior (Athol, Mass., U.S.A.); of No. 3554 from J B Camara (Madeira), Jacob Verrall (Rodmell), W Little (Marple), Baron de Pallandt (Wassenaar), F R Pickering (Forest Hill), W Bryer (Dartmouth), and L Carter (Dover); of No. 3555 from L Carter, A M Sparke, and E G B Bartow (Bournemouth).

CORRECT SOLUTIONS OF PROBLEM No. 3556 received from J Deering (Wicklow), Arthur Perry (Dublin), L Carter, J Fowler, J Green (Houlme), J Santer (Paris), J Churcher (Southampton), G Underwood (Cheltenham), J Cohn (Berlin), Horatio Baxter (Tayport), L Schlus (Vienna), W H Taylor (Westcliff-on-Sea), J E Leliff (Forest Gate), R Worters (Canterbury), T S R (Lincoln's Inn), H J M, J C Stackhouse (Torquay), J F G Pietersen (Kingswinford), J G Tucker (Ilkley), R Murphy (Wexford), Rev. J Christie (Redditch), H S Brandreth (Weybridge), A M Sparke, G Stillingfleet Johnson (Seaford), A W Hamilton Gell (Winslade), and Captain Challice.

CHESS IN HUNGARY.

Game played in the Postyen Tournament, between Messrs.

STERR and MARSHALL.

(Four Knights Game.)

WHITE (Mr. S.)	BLACK (Mr. M.)	WHITE (Mr. S.)	BLACK (Mr. M.)
1. P to K 4th	P to K 4th	18. K to R sq	P takes Kt
2. Kt to K B 3rd	Kt to K B 3rd	19. R to K Kt sq	P to Kt 5th
3. Kt to H 3rd	Kt to B 3rd	20. B to R 3rd	Kt to R 3rd
4. B to Kt 5th	B to Kt 5th		
5. Castles	Castles		
6. P to Q 3rd	P to Q 4th		
7. Kt takes Q P	Kt takes Kt		
8. P takes Kt	O takes P		
9. B to Q B 4th	O to Q 3rd		
10. P to H 3rd	B to Q B 4th		
11. P to Q Kt 4th	H to Kt 3rd		
12. P to Q R 4th	P to Q R 4th		
13. P to Kt 5th	Kt to K and		
14. Kt to Kt 5th	O to Kt 3rd		
15. Q to K and	B to K B 4th		
16. P to Kt 4th	B to Kt 4th		

A bold looking move, suggesting an unnecessary weakening of the King's position; but it is made with excellent judgment, as the sequel shows. Virtually black's play is forced from now until the end.

16. P to R 3rd
17. P takes B Kt takes P

If any effort is made to save the Rook, White wins with 22. R takes P, Q to R 4th, 23. Q to Kt sq, etc.

A very pretty finish, giving one of those rare instances in actual play where a piece other than a Queen can be profitably sacrificed for Pawn promotion. If now P takes, Q takes P (ch), K to R and; 31. P to B 8th (a Kt ch), and K mates next move. It is true P can become Q with almost the same result.

Those concerned with insurance matters will note with interest that the Directors of the Royal Exchange Assurance have appointed Mr. Ferrers Daniell, the present Assistant Secretary, Joint Manager of the Fire Department with Mr. E. B. Hiles.

Recent events have endowed Germany with such peculiar interest to the English that holiday-makers are impelled with a desire to see something of that country. The Great Central Railway Company has opportunely issued a pocket guide to Berlin and Hamburg in which a dictionary of everyday phrases is included. Copies may be obtained post free from the Great Central Railway Bureau, 216, Marylebone Road, London, N.W., or at any of Messrs. Dean and Dawson's Offices.



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Important to every Mother

Nothing is more disfiguring and unsightly than outstanding ears, and nothing causes so much annoyance in later life. The right time to correct any such tendency is infancy, when the cartilages are pliable, but this requires the greatest possible care, for many appliances offered for the purpose restrict the circulation, and make the wearer uncomfortable.

To secure beautiful and well-shaped ears, the Claxton Improved Patent Ear-Cap should be worn in the nursery and during sleep, and it will gently do what is necessary. The Claxton Ear-Cap is beautifully made on scientific principles, and the pressure exerted is so imperceptible that the circulation is perfectly free. The Claxton Ear-Cap prevents the child's hair tangling, and ensures breathing through the nose during sleep. The

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is the recognised standard appliance, and is made in twenty-one sizes, and directions for measurement are given at foot. The Claxton Ear-Cap is the only genuine, and may be obtained of all chemists, stores, and outfitters; and purchasers are requested to look for the little silky gauze diamond on the ear shown in illustration above. To order direct, fill up form below, and forward with remittance for 4s.

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Herewith please find remittance value 4s. for the Claxton Patent Ear-Cap. The measurement right round head touching points A and B is.....
and from lobe to lobe of ears marked D, touching at point C, is.....

Name.....

Address.....

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Of Your Face, Neck, Arms or Chest?



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for you. It possesses one advantage which is so striking it cannot be emphasised too strongly. It is invisible on the skin when applied. Nothing looks so unpleasant as ointment, and in addition it soils the garments and stops up the pores. You avoid all these annoyances by using Antexema. Instead of remaining on your skin, the healing virtues of Antexema sink right in, whilst an invisible artificial skin forms over the tender surface, and in that way dust and disease-germs are completely excluded.

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tenderness, and soreness of the skin, are cured by Antexema. The irritation is soothed away, and the poor little sufferer who was tormented and worried is able once again to enjoy sweet and refreshing repose.

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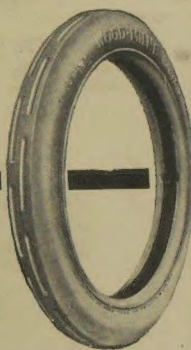
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It is prepared in a **Golden Colour** for Fair or Grey Hair.

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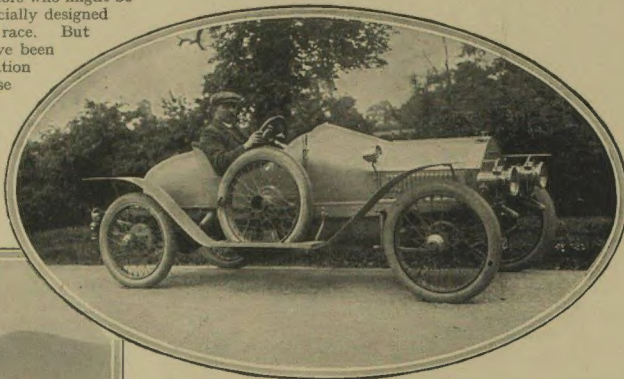
THE CHRONICLE OF THE CAR.

The Fiasco of the Standard Car Race.

Yet another failure has fallen to be inscribed in the chronicles of the Royal Automobile Club. To put matters quite plainly, the Standard Car Race, which was held on Tuesday of last week, was an abject and utter fiasco, and there is no one to blame for it but the Club itself. Months ago, when the R.A.C. announced that it intended to run another race similar to that which was so successful in its initiation last year, but that it would not make public its conditions until three weeks before the date set for the race to take place, I said that if the Club wanted to make a failure of the enterprise it was going quite the best way about it. However, although the facts and reasons were plainly set forth by others and myself, the Club—or, rather, its Competitions Committee—adhered to its expressed intention, and

the very human attribute of fallibility. The Club *qua* Club would rather die than confess that it can possibly err. The object of the holding back of the conditions for the race was an eminently good one, from some points of view. It was, of course, to ensure that there should be no sharp practice on the part of competitors who might be disposed to enter cars that had been specially designed for speed or specially prepared for the race. But I submit that the same object could have been equally well gained by a stricter examination of the entered cars than was the case last year, while the early announcement of the conditions would surely have brought nearer thirty entries than the paltry fourteen which actually materialised. Besides, laudable as the intention seems to have been, it failed, for whereas last year, although the

The net result of the whole wretched fiasco was that we saw eight cars starting for a race that produced twenty last year, and of these eight but three finished! And, by the same token, there was something that finished at the same time—the Standard Car Race itself. For there will never be



VERY SUCCESSFUL IN THE YORKSHIRE A.C. SPEED TRIALS:
AN 11-H.P. HUMBER.

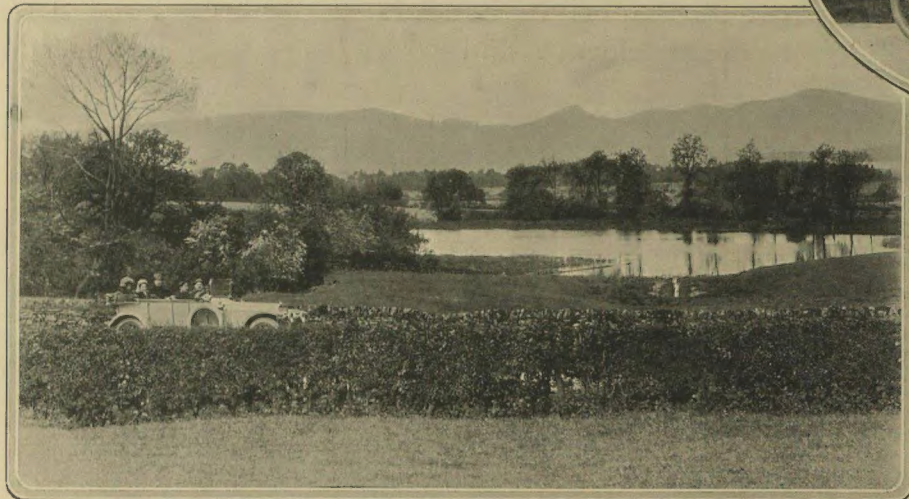
The Yorkshire A.C. Speed Trials, an important meeting in the North, were recently held on the sands between Saltburn and Marske. Mr. F. Wind's 11-h.p. Humber, driven by Mr. W. Tuck, won two events, securing a silver cup and two gold medals.

another—and it was such a promising fixture, popular with the trade, informative to the public, interesting all round.

Why Not a Manx Race in 1913?

Although I have been a thick-and-thin supporter of the Brooklands Standard Car event, I have never held it to be a satisfactory substitute for the road-race. But, as the ban has been on all racing, save that on the track, for four years past, and being a firm believer in racing as a means of "improving the breed," I have in duty bound said all that was possible in favour of the one comparative means of test that has been left to us. Last year I made one of a little band who tried most strenuously to obtain a revival of road-racing in the Isle of Man, but the attitude of the R.A.C. and of the Society of Motor Manufacturers made it impossible—they would neither organise a race themselves nor would the Club issue its permit for others to run it. Moreover, such pressure was brought to bear on the Manx authorities that when the committee which had undertaken the arrangements determined to run a race independently, they found, to their chagrin, that the roads were to be closed to them. Therefore, the project fell through, and in place of it we had

(Continued overleaf.)

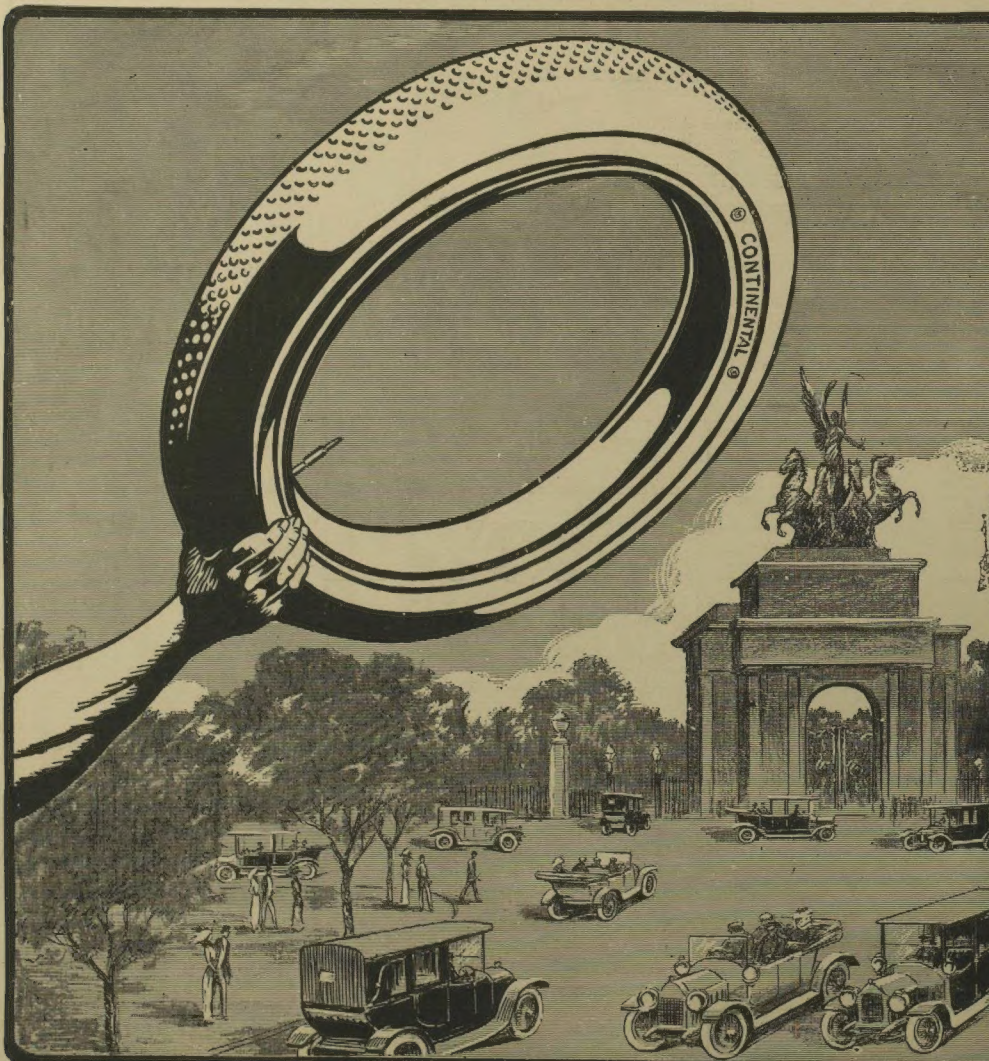


MOTORING IN BONNIE SCOTLAND: A 15-30 H.P. ARGYLL SINGLE-SLEEVE-VALVE CAR NEAR ENDRICK WATER.

In the background may be seen the Luss Hills and a glimpse of Loch Lomond. The village of Luss is about twelve miles north of Dumbarton, on the west shore of the lake.

the result has been what it has. It would seem that once the fiat of the R.A.C. has gone forth it is like unto the laws of the Medes and Persians: the enterprise in hand may be the most utter of failures, but there must be no admission that possibly the Club is, after all, possessed of

conditions had been known for months, there were no disqualifications on the ground of non-compliance with "standard," in last week's event there were no fewer than three cars ruled out. Incidentally, I am told that the Club is to hear quite a lot more about these disqualifications.



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Yours faithfully,
(Sgd.) LEWIS WALLER.

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A FACTORY without organisation is like a motor-car with an inefficient engine! THE FACTORY products are not up to standard quality, just as the engine does not produce its full power.

IN OTHER WORDS—they are both thoroughly unsatisfactory.

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WITHOUT UP-TO-DATE METHODS it is impossible to make an up-to-date car, and the Daimler Company realise this. That is why so many Daimlers are to be seen on the roads, not only in this country, but wherever civilisation is to be found.

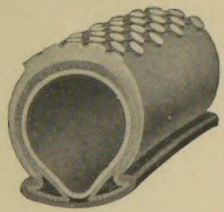
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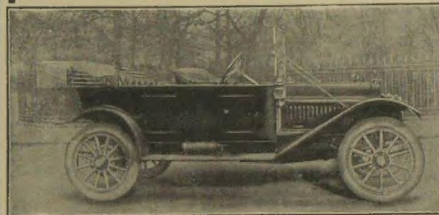
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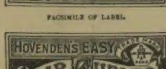


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COLOGNE on Rhine.—(CITY) HOTEL. New 1st. class house; opposite station. Hot and cold water every room. Moderate charges. J. H. Pros. Foreign Resorts, 1, Southampton Row, W.C.

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The Original Preparation for Cleaning and Polishing Cutlery and all Steel, Iron, Brass, and Copper articles. Sold in Cansisters at 3d., 6d., & 1s. by Grocers, Ironmongers, Oilmen, &c. Wellington Emery and Black Lead Mills, London, S.E.

Continued.
the Standard Car Race. Now, however, the time seems ripe for a revival of the old-time road-races. The Sunbeam victory in France has given the interest a new lease of life, and every other motorist is talking of racing and motor sport and its good effects on design and development. Then, too, the sweeping victory of the Wolverhampton team has, I think, knocked endways the theories of those who maintain that there is nothing to be learnt by racing cars on the road. The Sunbeam, as a car, owes the sterling merit it demonstrated on the Dieppe Circuit almost entirely to the experience gained in racing.

As I understand it, when the proposal was made to revive road-racing last year, the R.A.C. went figuratively hat in hand to the S.M.M.T., asking if it might be allowed to accede to the wishes of the Manxmen and run a race. For the reasons I have given, the Society returned an emphatic negative, and there was no race. But it was said to me by one in the inner councils of the Society that the latter had been somewhat amused at the Club's procedure, for, as he pointed out, it was the business of the Club, as a sports-controlling and organising body, to have announced its race and left it free for the trade individually to come in or stay out as they chose. Which seems to me to be a logical line of argument. But, still, it is of very little avail to

go back over past history. The point is, whether the sport is capable of being revived. Personally, I am strongly of opinion that it is, and I believe that during the winter we shall see a strong agitation in favour of a

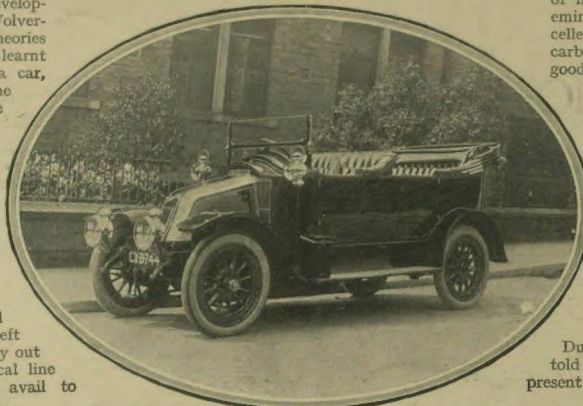
have myself broken away from this doctrine, and have been testing somewhat exhaustively oils of the well-known "Sternol" brand. For their "W.W." mark of engine-oil I can find nothing but praise. I have used it for a couple of months in a sleeve-valve engine and have found it eminently satisfactory. Its lubricating qualities are excellent, and there does not seem to be any disposition to carbonise unduly. The gear-oil I have found to be equally good, and I should certainly not hesitate to recommend to the motorist these particular brands of lubricant.

A New Valve-Grinder.

Messrs. Brown Brothers, Ltd., have sent me one of their new "Warrior" valve-grinding machines, which seems to be an excellent little contrivance, and a time-saving device withal. I don't know whether any irony was intended, or if it is simply that they are unaware that I happen to be driving a sleeve-valve-engined car, and have thus no valve-grinding to do. Nevertheless, I thank them for the kindly thought.

A New Dunlop Golf-Ball.

Most motorists play golf nowadays, so I need not apologise for introducing the mention of a new ball which the Dunlop people are bringing out presently, and which I am told is to be something extra good. If it is better than the present models it is worth looking out for.—W. WHITTALL.



OUTSIDE THE WORKS AT HUDDERSFIELD: A 20-30 H.P. DODSON TORPEDO CAR. The car shown in the photograph was recently supplied to a well-known North-country motorist.

really worthy race in 1913.

The Oil Question. A question that every thoughtful motorist asks himself is—what is the most suitable brand of oil to use for the lubrication of the engine and transmission-gear? There are several good oils to be had, and, generally speaking, the best advice I can give is that the individual motorist should place himself in the hands of the makers of his car, using the lubricants they recommend. But lately I



Photo. Campbell-Gray.

FIRST, SECOND, AND THIRD IN THE SMALLER CLASS IN THE GRAND PRIX: THE VICTORIOUS SUNBEAM TEAM AT BROOKLANDS.

The Sunbeam team which finished first, second, and third in the smaller class of the Grand Prix at Dieppe, recently paraded at Brooklands and then raced. They were on view in a specially decorated enclosure. From left to right, the cars are—No. 17, driven by Resta (second); No. 3, driven by Rigal (first); and No. 52, driven by Medinger (third). Mr. Coatalen, the designer and builder of these cars, is standing by the one in the centre.



Photo. Birkett.

RENOVED FOR SMOOTH RUNNING: A CLOSED N.E.C. CABRIOLET, AS SHOWN IN GRAFTON STREET.

The car has five seats in the back part—three on the back seat and two on revolving arm-chairs. In spite of the large accommodation, the wheel-base is only 10 ft. 7 in., the body being slung completely between the axles. Examples of this type of car, which rides with the ease of motion for which the N.E.C. are renowned, can be seen at the makers' show-rooms in Grafton Street.

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form a combination unequalled for luxury, safety and economy.

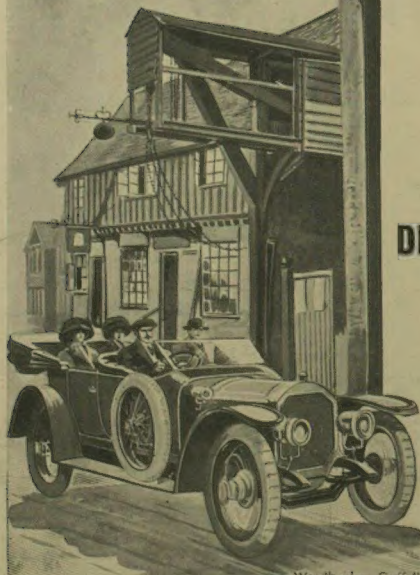
It is significant that, as more and more motorists realise that the best is the least expensive, the

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Paris: 4, Rue du Colonel Moll.
Berlin: S.W., 13, Alexandrinenstrasse, 110.



Woodbridge Suffolk

